VOLUME X NUMBER 15

48 PAGES

Cycle News WEST

April 24, 1973

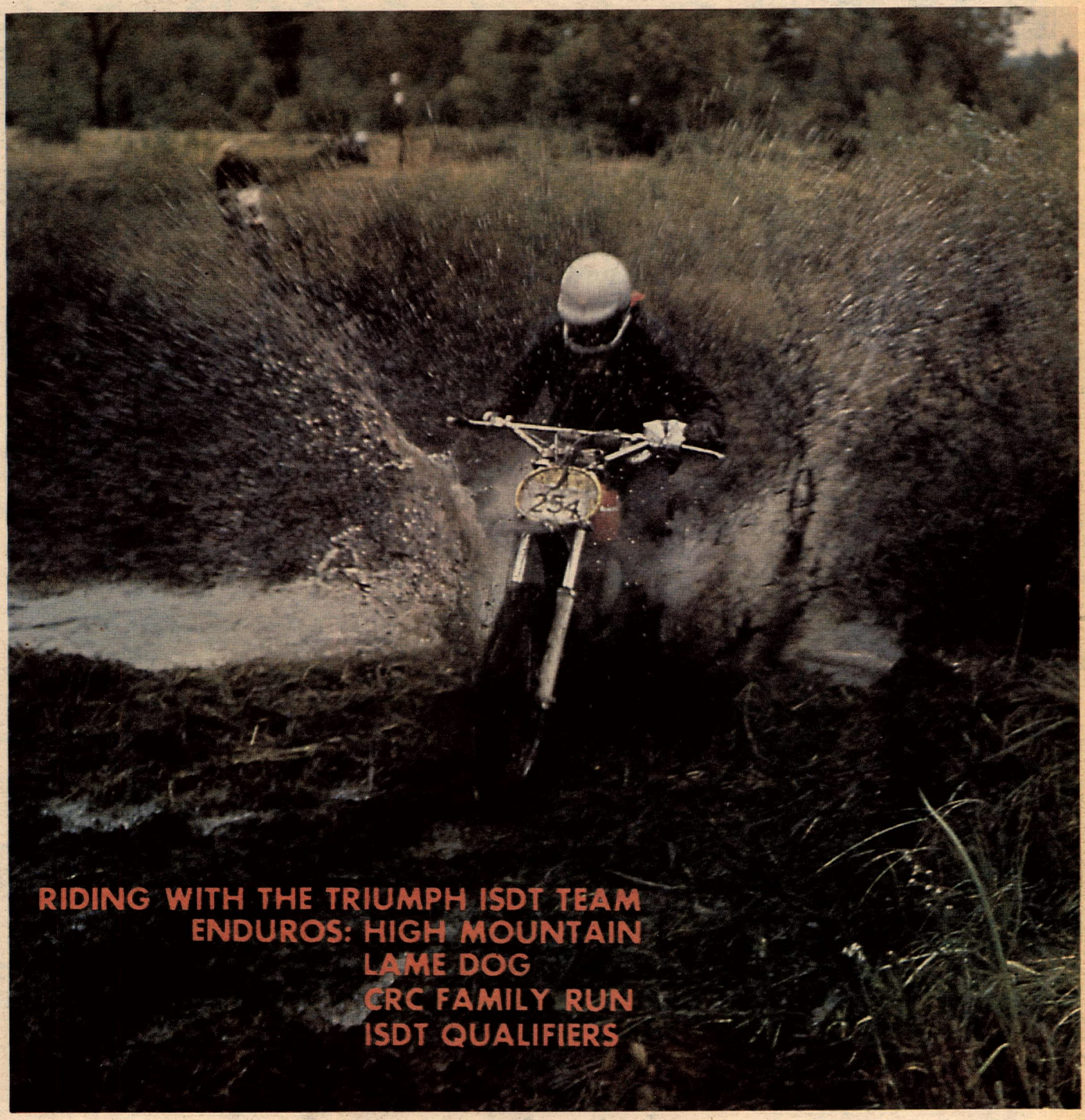
America's Largest Weekly Motorcycle Circulation

50¢

CYCLE WORLD SHOW INFO

ATTACK OF THE COMBAT WOMBAT

HOW TO BE WORLD MOTOCROSS CHAMP IN 5 EASY LESSONS



RIDING WITH THE TRIUMPH ISDT TEAM

ENDUROS: HIGH MOUNTAIN

LAME DOG

CRC FAMILY RUN

ISDT QUALIFIERS

Newspaper

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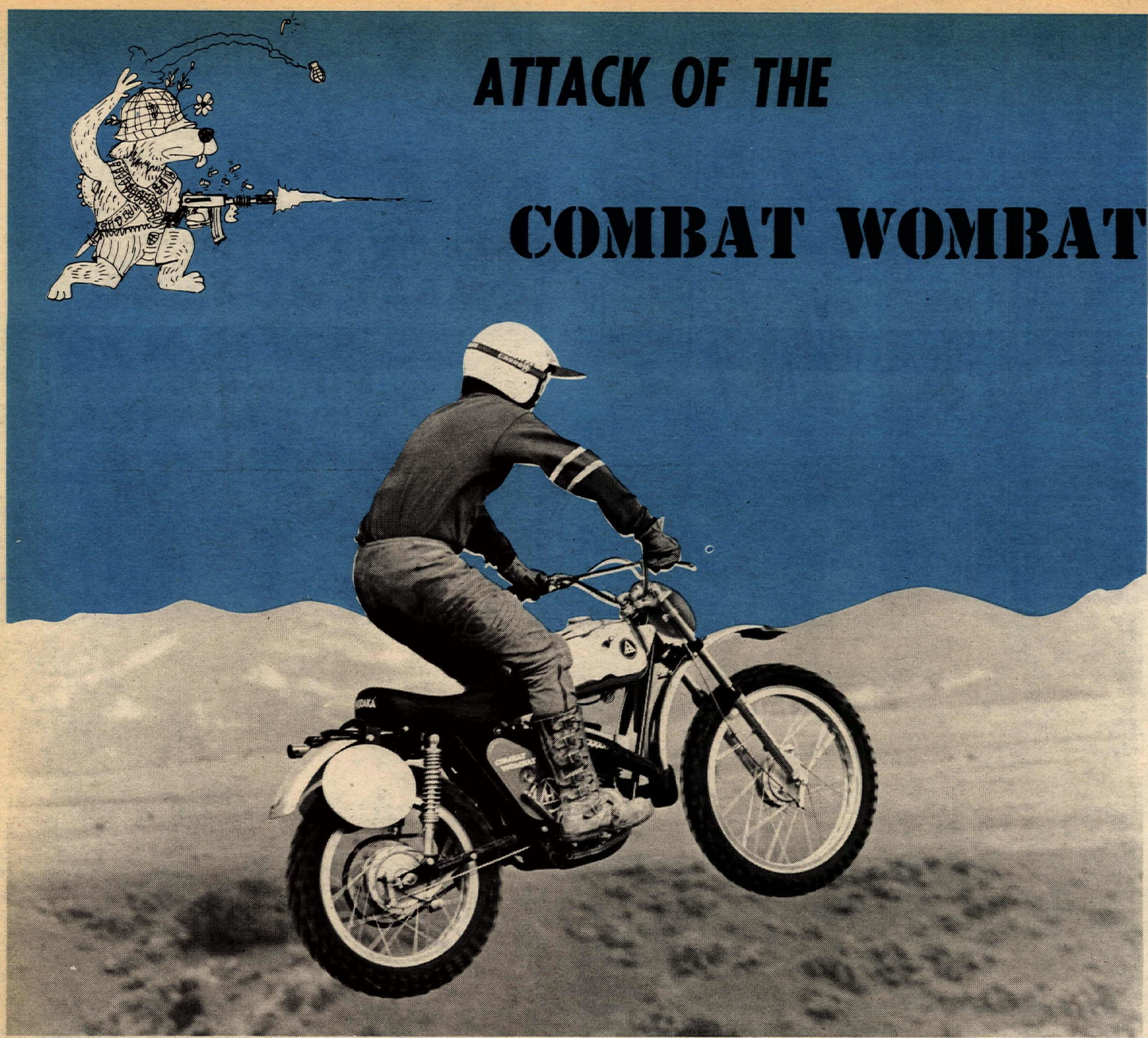
POMEROY DECLARED GP WINNER !

ATTACK OF THE COMBAT WOMBAT



The Combat Wombat test came to an abrupt end shortly after this photo was taken...and so did the Managing Editor. Bike proved incapable of surviving 200 ft. drop over cliff unscathed...ditto the Ed.

by John Huetter
Photos by Dave Schoonmaker

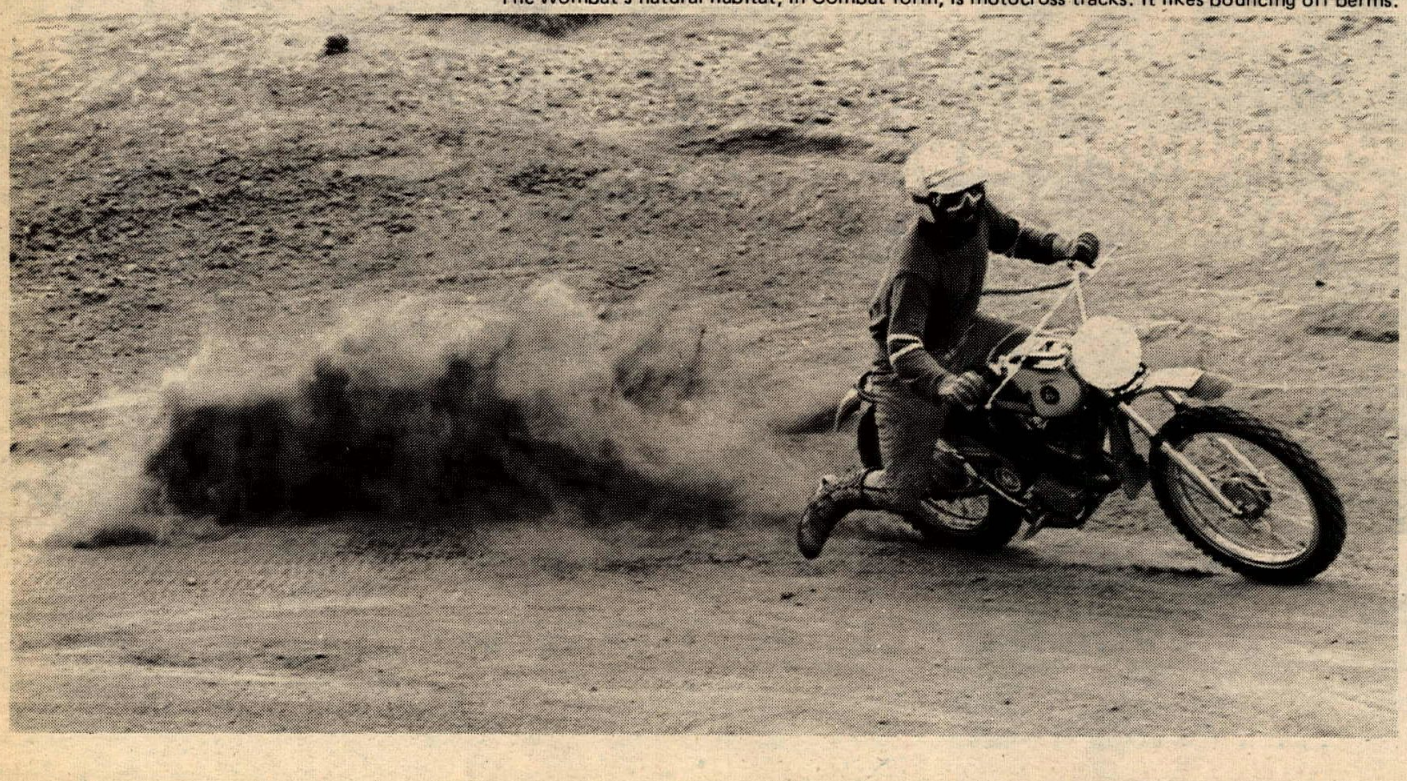
When Cycle News tested Hodaka's new 125 Wombat enduro-trailbike-fun machine thing we encountered a mild, tractable, messin' around enduro-ish motorcycle with most all the right parts on it. Well, except for having most of the right parts, the Wombat's offspring, name of Combat Wombat, ain't none of those things.

The Combat has been stripped, zapped, piped and ported and messin' around definitely is not part of its game. This hyper-Wombat is a screamer.

Summed up: Pipey but fast, a veritable jet. With nothing that needs replacing for racing except the rear shocks. It is a very nice entry, and possibly the budget racer's best choice, in the 125 class for motocross. The porting and bigger carb are not just so Hodaka can jack up the price; they work. The Combat Wombat is a match for any stock 125 pure racer in the drag race to the first corner after the gate drops. (Or the flag waves or the band snaps or whatever.)

The Combat doesn't like to be lugged and is *not* a playbike. You wick it until you feel guilty and churn with your foot at the very positive gearbox to keep it on the powerband, and you end up going some fast. "V" porting, alumiferric bonded cylinder (That means it has an ironliner, which proceeds smoothly into the ports, is not removable, and is very hard.), 28mm Mikuni, all the goodies take the poor little 12 HP Wombat engine and get it putting out something more like 19 or 20. At the same time, dry weight goes under 200 lb.

The Wombat's natural habitat, in Combat form, is motocross tracks. It likes bouncing off berms.



Handling and dimensions both favor a light rider. A gangly, long-legged kid who weighs about 135 pounds would be the ideal rider for the bike as far as fit. It's not all that tall, in spite of a deep, well-padded seat, but guys and girls on the short side might have more trouble adapting to it. The extra two inches in wheelbase cut out some of the surprise wheelies of the Super Rat but the front end is still very easy (maybe too easy?) to pull up there and waggle around.

The telescopic "Hodaka's own" forks look thin and puny but work like champs. They absorb, stick in corners along with the 21-inch Nitto on an alloy rim, and don't twitch. The rear shocks pogo: boing, boing. Lots of spring and not much dampening. They are the only items on the machine that might get replaced out of the box. Period. (Some big guys didn't like the narrow 32" bars; some little guys might.)

Dimensions and powerband of the Combat Wombat make it a good handler for tight, twisty tracks. It does not want to hang out predictably on sweepers or long rolling berms with its present shocks and swingarm. Best technique we could come up with was to run very fast into corners and, literally, bounce it off the berm, at the same time keeping the throttle very close to full tilt and come scootering out in the new, hopefully desired, direction. It is light enough to be controlled easily during these maneuvers with a wet weight under 210 pounds...and they're not lying about that part. The engine is a little pipey and there is a definite snap as it comes on the pipe. The thing to do is *keep* it on the pipe if you want to go somewhere. You'll get there in a respectable hurry.

ILLUSTRATION BY JOHN HUETTER

Banzai Charger on MX Tracks...from Oregon?

Cross-country handling is pretty good. The front end doesn't shake around but the rear, again with the stock shocks, gets all interesting and provocative over the whoop-de-doos. The steering geometry makes for very quick but predictable handling. We really liked the front end on the little 125.

We mentioned the five-speed trans before. It performed faultlessly until the last hour of testing. (No, wise guy, that's not why we ended the test.) First gear went away when the selector became covered with slimy mud. Up in Hodakaville, Oregon where slimy mud is not unknown, they pack the whole thing solid with lube grease to keep water, etc. out. We fooled 'em and found a whole bunch of mud and water in sunny Southern California.

The clutch is grabby and we suspect Hodaka wants it that way since they're using the Wombat clutch and slipping it with 19 horses attached wouldn't help longevity. Either the clutch is completely disengaged or – wham – it's engaged and you're long gone if you have the throttle on, or you killed the engine if you didn't. Actually, it's right nice for motocross starts against the other 125s.

Other nice things that won't send you to the accessory shop are levers that bend back, plain simple grips that seemed to work OK, alloy rims with a new knobby patterned Nitto (looks like a Barum) on each one, a waterproofed kill button, very good serrated pegs, and the faithful two gallon Hodaka aluminum tank that is adequate for about anything and light to boot. The cap is weird but doesn't leak. The petcocks are straightforward simple.

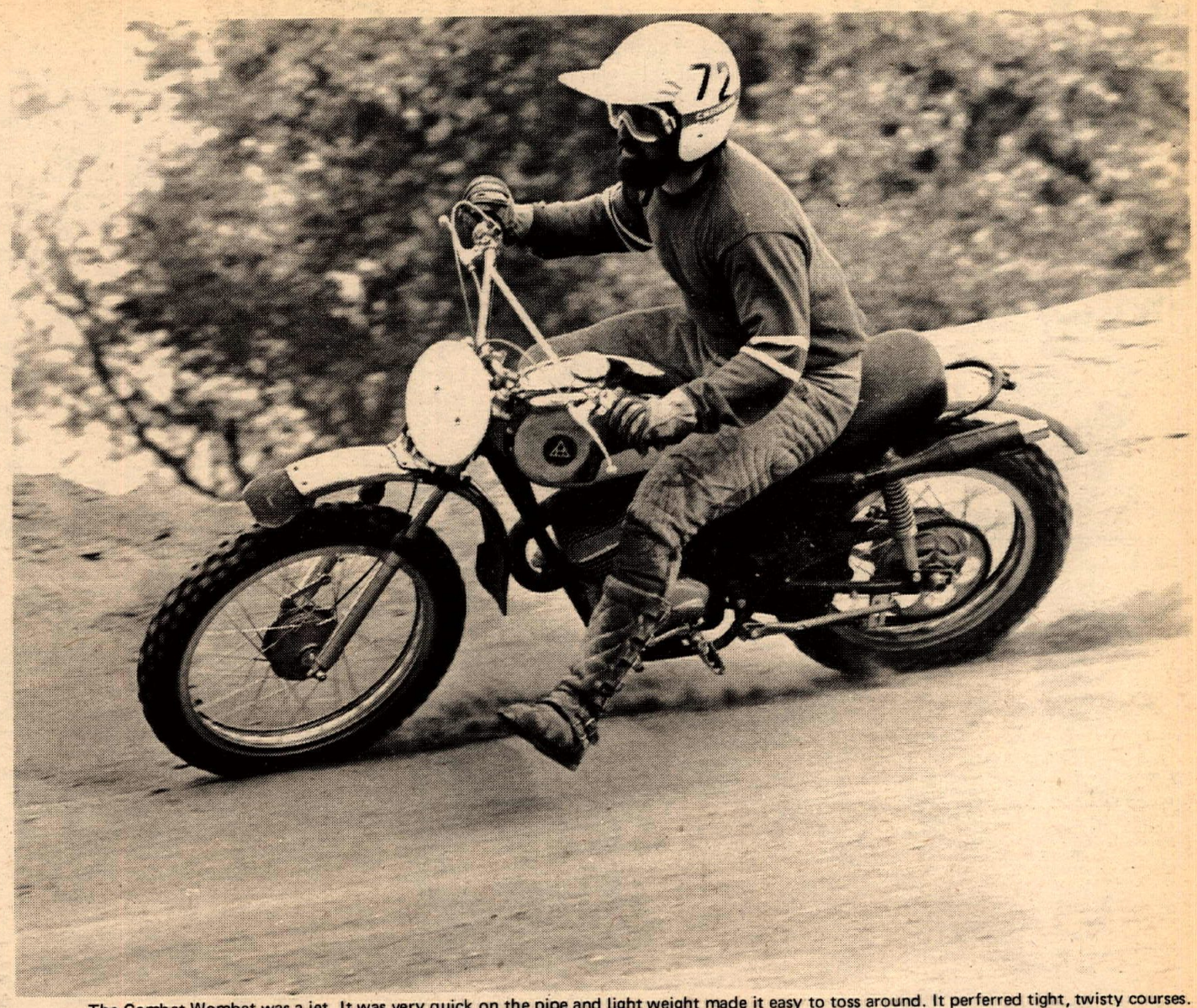
Go power is impressive; stopping power is not super but the single leading shoe brakes do the job. They (used together) will haul the very fast Combat down from speed if you really get on them. They don't have much progressive feel and there's not much subtletly to using them. Just grab a handful and get your weight on the pedal. The Combat Wombat prefers "power on" handling anyway so just scrub off enough speed to stay on the track and throttle through the turn. The rear brake pedal still has a rubber cover, which is surprising in view of the nifty metal folding pegs, etc., but the Wombat should lose the last of its street bike vestiges soon.

Detailing is, overall, very good. Little items like double mudflaps on the fenders. Too bad plastic fenders cost more than the shiny kind on the Wombat. That would be a perfect finishing touch. The tuck-through pipe has little perforated shields on it wherever it might contact a rider and, supposedly, is tucked up to get it out of the rider's way. The pipe *still* touches the rider's leg and gets worn shiny but nobody was burnt by it. The 28mm Mikuni is pretty much foolproof but, surprisingly for a carb of this make, will cause the engine to burble at low RPM and require cleaning off. This bike much prefers going fast, where it never seemed to be out of gas or air or RPM. The high speed combo works but there has been little compromise for tractability. This is a racer and Hodaka wants you to believe it.

The downtubes and a skid plate, combined with the high ground clearance, do a very good job of protecting the engine that is doing all these go-fast things to the Combat Wombat. There is no complaint about Pabtaco's provisions for keeping the thing running. They have even included the foam air clean from the trail Wombat in an olive drab, white stenciled still air box that reminded me of an old foot locker from basic days. It says on the side...you guessed it!: "COMBAT WOMBAT".

Hodaka's latest is a very fast, nearly complete budget-minded 125 motocross racer. It would have been even more budget-minded but Pabatco got caught in the dollar/yen reshuffle and the price came out to $825 in New American Dollars. Bummer but still cheap.

It is civilized without being mild, fast without being too scary and quiet with a monstrous silencer that can be replaced by one just as quiet and you pick up a few more ponies in the bargain. If you're buying a Combat Wombat to start racing 125 class motocross or cross-country, you won't need the extra horses. The Wombat will attack just about anything and, rider willing and able, give a good account of itself. Like the time it blew past the 400 MXer on this twisty SoCal motocross track or caught the 250 Oriental Screamer in the turns or...

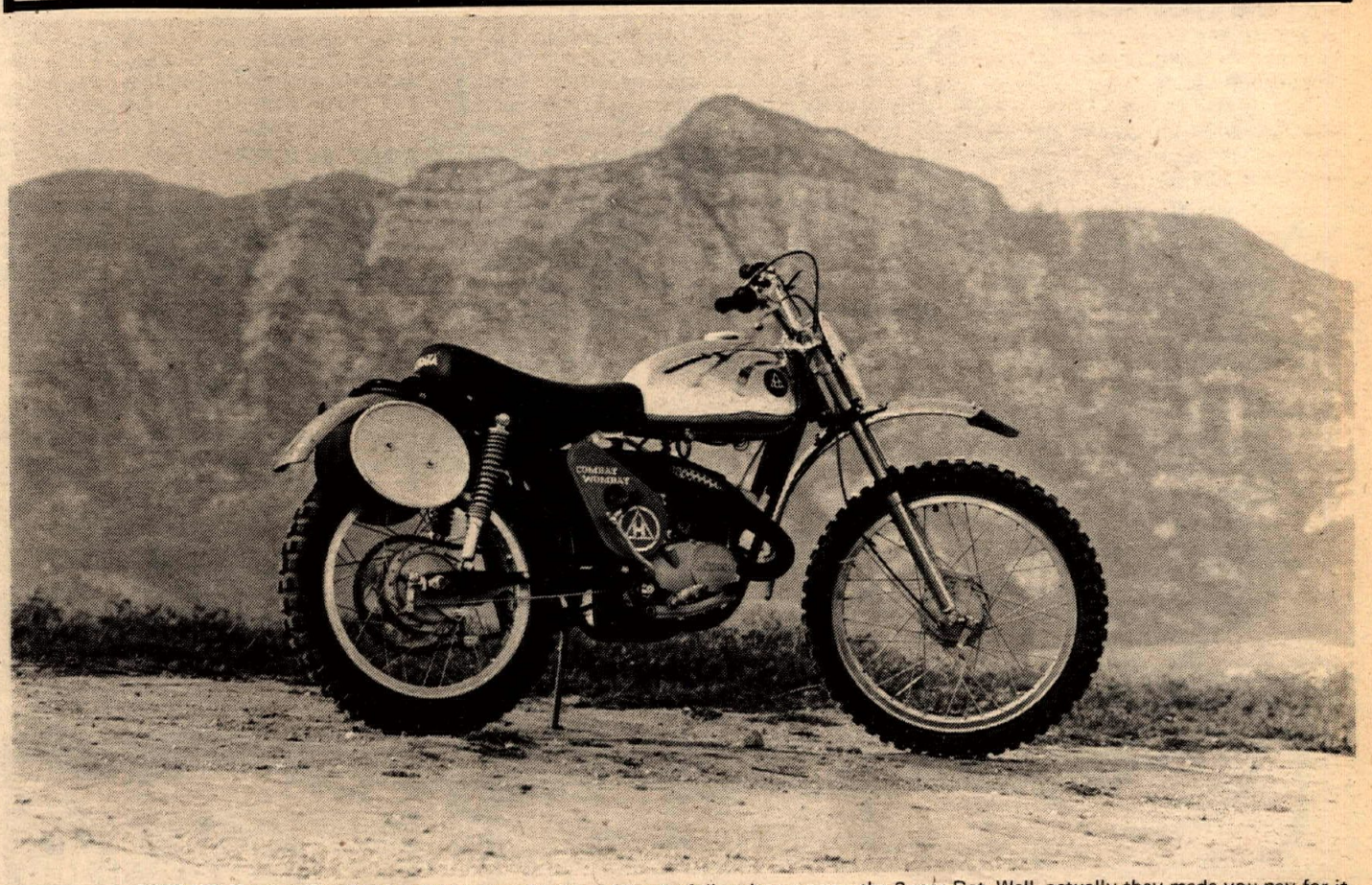


The Combat Wombat was a jet. It was very quick on the pipe and light weight made it easy to toss around. It perferred tight, twisty courses.

wombat
Phascolomis ursinus

COMBAT COMPUTATIONS

Engine	25 degree inclined single Alumiferric alloy cylinder two cycle air cooled engine. Loop scavenged, piston port induction.
Bore	56mm
Stroke	50mm
Piston Displacement	123cc
Compression Ratio	8.0:1
Carburetor	Mikuni 28mm
Ignition	Flywheel/Magneto single coil
Clutch	5 plate wet type, crankshaft mounted
Transmission	5-speed, wide-ratio constant mest Down 1-N-2-3-4-5 Up
Rear Wheel Sprocket	62T
Countershaft Sprocket	14T
Final Drive Ratio	4.43:1
Suspension	Front: Oil dampened, telescopic forks with 29.3 degrees rake. Rear: Pivoted swing arm with springs on single action hydraulic shock absorbers. 3-way spring and 2 position adjustment feature.
Wheels & Tires	Alloy rims with 3.00x21 front, 3.50x18 rear, motocross 4-ply Nitto tires, Nitto butyl rubber tubes. 22 psi front, 25 psi rear (rider only)
Brakes	Drum type with single leading shoe front and rear.
Wheelbase	53 in.
Height at Saddle	31.33 in.
Weight (dry)	192 lbs.
Ground Clearance	9.72 in.
Fuel Capacity	2.0 U.S. Gal (7.6 liters)



1973 125 Combat Wombat brought to you by those friendly folks who gave you the Super Rat. Well, actually they made you pay for it.

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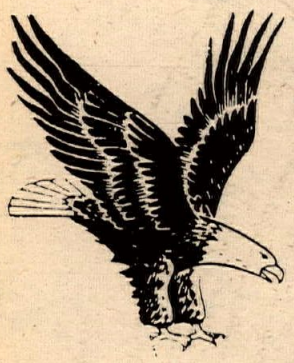

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LESS SOUND
<db
MORE GROUND

Internal Specs

ISDT: Trailing with the Triumph-Rickman Team 8
ENDURO I: High Mountain, long push 12
ENDURO II: CRC Family Affair 16
TECHNICAL: Time 18
ENDURO III: Two day Lame Dog 20
MOTOCROSS: Tibblin teaches how 22
TEST: Suzuki Sierra 26
EDIT/OP: Nationals and Dirt 30
CALENDAR: Today's date 32
TEST: Puch Enduro after the Honeymoon 36
MORE ISDT: How to qualify; who did it at Potosi 38
RESULTS: What happened 39
MX CAT: Blows your mind 47

AMXT CAPTAIN TURNS BUSINESSMAN

I went to see a man in Atlanta about a small piece of chrome moly to repair a gusset on my Maico, and stayed and stayed and stayed. My new partner, Joe Zappa, corners the heliarc welding market in Georgia, heliarcing jet engines for the airlines in his shop off the south end of the Atlanta airport.

Joe's shop is now being labeled Zappa Racing Products under Bryan Kenney Enterprises, Inc. We are pooling Joe's expertize in metallurgy and what I've picked up vagabonding the motocross circuits here and abroad, to offer a line of products that experts will recognize as the real thing.

Already we are manufacturing the "Zappa" bar — a chrome moly handlebar for motocross with a subtle combination of design features that I haven't been able to find in any one bar elsewhere. We are also adding several other items which I ran across in Europe, all of which will be distributed on a regular basis through routemen in our area.

It's a great source of satisfaction to be able to build and repair motocross equipment just the way you want it — which I've found rather hard to do on the road from Uplands Vasby to Esanatoglia!

BRYAN KENNEY
Box 334
Hapeville, Georgia

RED ROCK RUMBLE

This is concerning the classification of Red Rock Canyon. We are circulating a petition and have talked to a member of the Trials Committee about this petition. He said that all of the members of the Kern County Supervisors, the men elected by you to reflect your views, have voted for Red Rock to become a state park. (No ORV use!) If there is anyone interested in helping me get this petition to the ORV people, especially in Kern County, please contact me. Don't forget letters. Red Rock Canyon will go to the posey-sniffers without your help. As of now, they are winning. Write Frank Bechler, State Parks and Recreation Dept., Sacramento, Calif. 95828. And get to you nearest motorcycle shop and sign the petition!

SALIE DOWDLE
1634 Blackwall Dr.
Simi Valley, Calif. 93063
805-527-0865

LOOK OUT FOR BARKFEATHER

Lunch Hour Moto-X (Pg. 5, Apr. 10) was the neatest thing anybody has ever read to me. I can't wait til' I get to go to school.

BILLY BARKFEATHER
Barkfeather Racing, U.S.A.

Since he's already conducted his own MX school we figure Barkfeather to be a "shoe"-in for first overall...Ed.

INSURANCE AND THEN, INSURANCE

One cannot make a complex subject simple by making simple statements about the subject. The following statements were made in their ad in your paper: about CMC-sanctioned motocross.

"CMC is the world's largest motocross organizer and sanctioning body. In 1972 they sanctioned over 400 events in nine states, with 11,000 licensed riders competing." During 1972, AMA sanctioned over 2,000 motocross events, with 48,000 competitors, and other events with some 125,000 participants. CMC the world's largest? I question that!

Now on the insurance: AMA, in an effort to hold insurance costs down, made coverage from $100 to $1,000 optional, allowing each promoter to do his thing, but giving protection on large claims regardless of the promoter's decision. CMC's coverage is *mandatory!* OK, fellows, what do you want?

AMA benefits are paid in addition to other insurance benefits available to injured riders. CMC insurance benefits are payable only to the extent that they are not paid by other insurors.

One question that should be answered concerning the CMC Insurance Program is just how much of the entry fee goes toward insurance cost in addition to the $111? The writer indicates that he was unfortunate enough to collect $397.00 on an injury, when the entire cost of AMA membership was $7.00. That happens to be a return of 5600%.

In 1971 and 1972, there were 1600 AMA sanctioned events in California. This resulted in over $400,000 in benefits being paid out to Californians. It is quite easy to see that, without any allowance for administrative expenses, it would have been necessary to have collected $250 per event in order to pay claims. ($400,000 divided by 1600 events equals $250 paid out per event.)

With these figures it becomes very obvious that one of two things must be the case: 1) the $111 per event plan of CMC insurance is not what it is cracked up to be or, 2) Additional money is being collected (most likely out of the rider entry fee.)

In summary, the AMA members nationally have on the average received $2.00 in benefits for each $1.00 in premium paid. Perhaps, someone can do a better job, but I doubt it.

From one who knows —

VIRGIL R. CRAYCRAFT, C.L.U.
Insurance Coordinator
Insurance Administrators

AMA membership is now $12.00, partly as a result of increased insurance costs. We appreciate that this is not a simple problem and that efforts to insure sportsman competition are particularly tricky...Ed.

SRA DANGER?

While taking my boys to desert and motocross races for the past three years I have never seen one so poorly run and dangerous as the one we attended April 7, at California City sponsored by the Sportsman Racing Association.

The first part of the course was very poorly marked, and half the riders were off course. I didn't see one danger marker on a course I considered dangerous. I think a race like this is a discredit to the sport.

D. A. HARMAN
Lancaster, Calif.

We presume you are aware that a downward pointing arrow indicates danger on a desert course. We saw plenty of these in completing the 96 miles and were gratified to note very active flagmen at the only really dangerous area on the course: the two deep gullies. Last week's story indicates our impression of the event. We have seen a LOT of events that were more poorly run...Ed.

NOISE: The sound that kills the sight.

FURTHER REFLECTIONS ON A REED

You sure made South Bay Motorcycles look bad in the Thomas Smith letter which was presented in the April 10th issue. I can't believe all that was presented in the letter based on this one fact. South Bay has been involved in the development programs on the 125 and 250 CZ reed valves manufactured by DH Enterprises. The engines which I used to develop these reeds were provided by South Bay.

In respect to this courtesy, we wholesale only the finest of reed valve hardware to South Bay. I feel that Thomas Smith selected a poor choice of words when he says "the parts that were used were junk parts." If Mr. Smith has been "had", I'm sure it was his own doing by a lack of understanding.

It's now late at night as I write this. I have spent all afternoon at South Bay in the final testing of a huge reed for the 400 CZ. The point is that South Bay is still investing their time and effort to help develop the DH reed valves for CZ engines. With this long range planning in mind, its inconceivable to me that South Bay would gyp Mr. Smith as outlined in his $224.70 letter. This country's largest CZ dealer didn't make it to the number one spot by such alleged bad practice.

One question for Mr. Smith's son — Did your reed valved 125 CZ run quicker than stock? Of course it did. Why wasn't this mentioned in this letter?

DALE HERBRANDSON
Owner
DH Enterprises

Our interpretation of Mr. Smith's letter was that "junk parts" connoted used instead of new materials. Even the best equipment, improperly set up, won't do the job. It still seems to us that customer satisfaction should be of prime concern to a dealer. We know your reeds work, Dale...Ed.

GOOD SAMARITANS AND BEARS

On behalf of the boys of the Good Samaritan Boys Home I would like to publicly thank the Orange County Motorcycle Club and Riverside Raceway for their generous donation of one hundred dollars worth of free tickets for their Great Bear Grand Prix. All the boys had a great time and enjoyed it immensely. I hope the event was a success and becomes an annual event because it seemed so enjoyable for everyone. I hope people both in and out of the motorcycle industry recognize the charitable and valuable service rendered to us by the Orange County Motorcycle Club.

KENNETH M. QUINN
Good Samaritan Boys Homes
Corona, Calif.

HUH?

Your April 3rd issue, Volume X, Number 12 contained more garbage than any six previous issues.

Your article on Jess Unruh is suitable for the Los Angeles Times Editorial Page. A Harley-Davidson 350 Sprint — c'mon, this is a racing rag. Your 1973 Model Topanga Canyon Boulevard road test is just what the Sierra Club ordered. You were right about the garbage on pages 26 and 27 — it probably didn't humor anyone but yourself. Your Hough Payloader and your Editorial Opinion and Blah, Blah, Buzz, Bzzz... were bad, but the coverage of the Podunk MX was worse. Killer, the Great Cycle News Bomb completely fizzled.

The complete issue wasn't even suitable for the lining of my cat's litter box. In fact, the garbage man wouldn't even accept it with my trash.

What happened to the superb race coverage that was so evident in the twenty-five cent issue of the past?

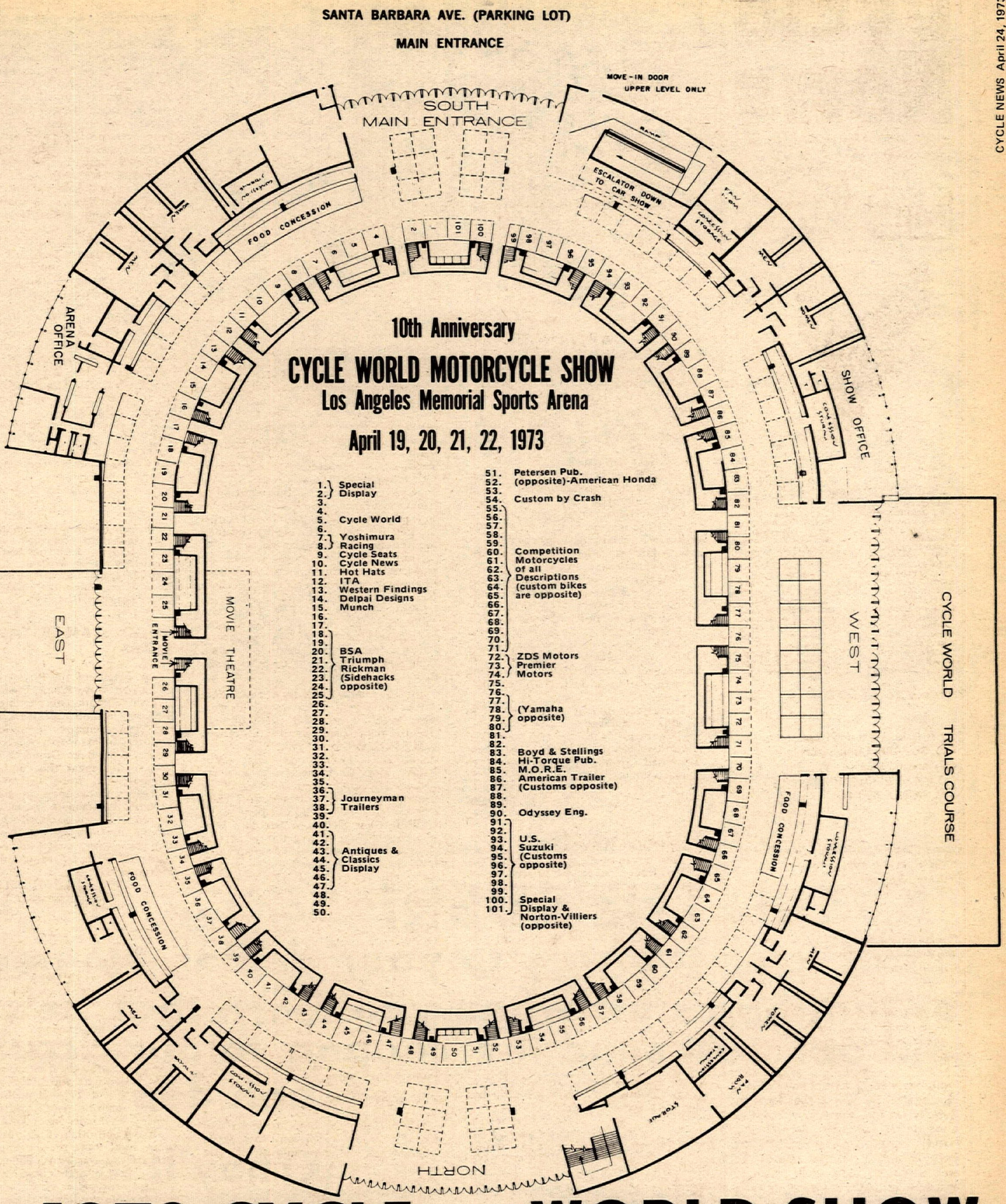
I suppose the next step in your regression will be coverage of choppers and bike tips for the Hell's Angels. Unfortunately, I still have a year and a half left on my subscription; maybe that was a mistake.

Get back to racing coverage for the racing enthusiasts who buy and subcribe to Cycle News.

Thank you,

A. M. WIGHTON
Pomona, Calif.

Thanks for the compliment on the Jess Unruh interview. Cycle News has never been exclusively a "racing rag" and we regret that you didn't read the front page headline that said "Special April Fool's Issue". Matter of taste, we suppose. Look for an upcoming tech article on "Tuning Your Chopped Hog"...Ed.



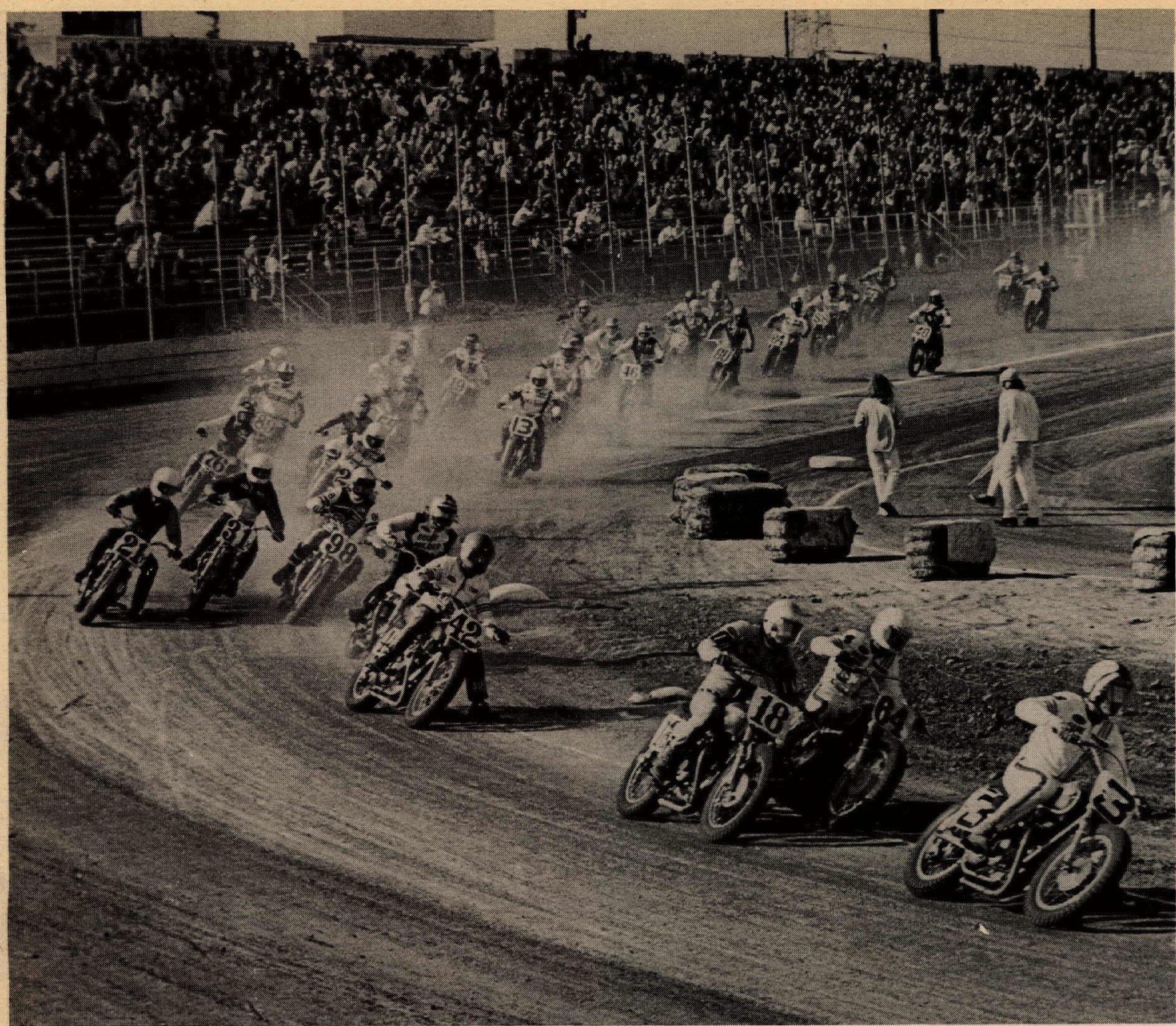
1973 CYCLE WORLD SHOW INFORMATION

Well gang, it's time again for the 10th Annual Cycle World Show. Actually this is the first 10th Annual Cycle World Show, not to be confused with the 10th Annual First Cycle World Show. Nevertheless, it's happened nine times before, and this is the tenth, and that's a pretty long time. But, since we're all used to working in even numbers and multiples, the 10th is a special occasion, and lots of extra hoopla and special stuff are going to happen this year. Them's the benefits you get, living in a society that is always looking for a special occasion.

This year there are going to be competition bikes — yeah, that includes dirt bikes — among the other usual attractions. I happen to know for a fact that there's gonna be a Triumph flat tracker, for instance. Why, even the famous Daytona winning, Buddy Elmore Triumph 500 is going to be on display. This bike is so trick you wouldn't believe it. Why, it even cools its oil all over the exterior of the engine.

As usual, there will be a trials course set up for your entertainment, and you might get to try out Honda's new trials bike. There is going to be a special sidehack display, and you might get a glimpse at some of the manufacturers' new iron (Pardon, I mean aluminum.). Last year they had a gold plated speedway bike, which is about the neatest scooter I've ever seen.

In any event, it's a pretty neat deal, and a good meeting spot for all us scooter pilots. In fact, it's almost like an institution for motorcycling. You can drop by the CN booth and get a glimpse of those of us who get to work evenings and weekends, too.



Although we don't usually give photo credit for this page, the guy who got stuck with it doesn't think that that's fair. Photo by Dan Mahony.

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the latest poop

by Papa Wealey

CONTRARY TO RUMOR, El Toro Speedway will be running a regular motocross program every Friday night, as scheduled.

* * *

The Pomona Valley Desert Riders have received some nice compliments for their handling of the weather-aborted Granny Run II Family Enduro. They have rescheduled the run for June 3 with free entry to all who signed up the first time. Additional entries are also available. They went to considerable effort to keep people from freezing to death in the four inches of high desert snow last time out and seem deserving of all you family enduro types' support.

* * *

Gunnar Lindstrom will be Husqvarna's U.S. Racing Team Manager for 1973. He has acted as coordinator/translater/fix-er-upper for Husky's TransAMA racing efforts for the last year or so.

* * *

EVEN BETTER THAN IT LOOKED. Unfortunately omitted during the paste-up of last week's story on Jim Pomeroy's fantastic finish in the Spanish Grand Prix was the fact that Jim and Hans Maisch were actually tied for first overall on points. Jim won the first 45-minute moto (Another first for Americans, actually winning a GP moto outright) and took fourth in the second one. Maisch had a second and third. According to FIM rules, the officials had to go to the clock to decide the overall winner since Pomeroy and Maisch were tied on points. Hans got the advantage by not very many seconds. Speaking non-technically, Pomeroy tied for first overall in his first World Championship Grand Prix and is the leader in points counting toward the 250 World Championship in motocross. It's also, incidentally, the highest GP finish for Bultaco by any rider in some time. His first sponsor, Terry Saxlund up in Seattle, Washington called to say how proud of Jim he was and so are we at Cycle News.

* * *

OPEN MEANS "OPEN". An article in the "Christian Science Monitor" concerning the infamous Executive Order 11644 regarding inventory and recommendations for public land usage was generally critical of the fact that the BLM is not proceeding faster with its work. One interesting point that it did bring out, however, is that the BLM has until 1980 to finish its inventory and decide on the status of public lands. Until then, all BLM lands will be considered open until specifically closed.

* * *

The Orange County Board of Supervisors is considering measures to impose noise controls on raceways and motorcycle courses. The main irritant seems to be the drags at OCIR which go on into the night, disturbing residents, but they will also be looking at motocross tracks and motorcycle parks even though bikes operate only during the daytime. This seems like a good time to make sure you have a silencer on your bike. Most tracks already require them.

* * *

Gene Romero has signed through International Motor Marketing to drive a Ferrari in the four-wheel TransAm series. He will still continue to race bikes.

* * *

"Cycle" Magazine has come out with their version of those ubiquitous annual buying guides, this being the 1973 edition. It is actually a pretty useful reference book which even has some new material in it. We particularly like their short synopsis descriptions of all the '73 scooters. To our mind, they capture what the bike is all about in a few sentences. Maybe that's because we agreed with most of their comments. (Look out for people who agree on something telling each other how smart they are!) They could have thrown in a few more pictures of those spiffy ladies that are always wandering around their covers, though...for dirty old men like Papa. Heh, heh. You can buy one of these guides for your very own even as you read this.

* * *

For all you Northerners (Cal. & Oregon), there's gonna be a Grand Prix. Yuba-Sutter MC is putting on the second Sierra Mesa Grand Prix, on May 5 & 6. Mail six bucks, except if you're a pro ($15), to Box 809, Yuba City, Cal. 95991. There's an ad in here somewhere with an entry form.

* * *

This Saturday night will be the first ever under-the-lights TT for Ascot. There's the half-mile as usual on Friday night, too.

* * *

You may have heard some rumblings about editorials on the tube against bikers. Next Monday and Tuesday, April 23 & 24, we're getting rebuttal time on KNBC, Channel Four. At 6:55 p.m. on Monday and then again at 1:15 a.m. and 6:50 a.m., Bill Frickie, of Huntington Beach, will appear to give that rebuttal. You ought to try and catch this one.

* * *

A test bike fell off its side stand yesterday, without provocation. We fear that it is a total. Well, maybe not that bad. It did get the shift lever, the clutch lever, the front turn indicator, the grip, the headlight and brackets, and even the tachometer. It's beginning to feel like Detroit type planned in obsolescence.

* * *

Nick Andrews won the French Trials on his Yamaha. You begin to get the feeling that any problems with the Yamaha are getting sorted out right quickly.

* * *

NEVER WOULD HAVE BELIEVED that there are so many people who can ride 40MPH over some of thesections of the Hi-Mountain Enduro. That is, we wouldn't have believed it if we hadn't seen it.But then again, lots didn't manage to maintain that speed for too long. For instance, our fearless contributor managed to impale himself on a branch, at about nose heigth. Not only did he render himself useless, but he couldn't see either. He's okay now, but admits that he wasn't too sure forawhile.

* * *

Also at the Hi-Mountain Enduro, we found out that a DKW Enduro really is an enduro bike and really will complete the Hi-Mountain Enduro when not even adequately broken in. We also found out that flat trackers don't get along well with enduros.

Color action cover photo of enduro-ing taken by Ron Schneiders.

Pomeroy Declared Victor In Spanish 250 Grand Prix

Jim Pomeroy (Bul) winning in Spain — Photo Courtesy of Motor Cycle News.

SABADELL, SPAIN, Apr. 12, 1973 — American Bultaco rider Jim Pomeroy has been declared the winner of the first World Championship motocross Grand Prix he has ever entered. A retabulation of the points according to the 1973 FIM motocross scoring system gave Jim not only the lead in the 250 World Championship, as already reported, but made him the overall winner of the opening Grand Prix of the '73 season.

Motocross fans will remember that Jim and Hans Maisch had tied on points with five apiece for the two 45-minute motos under the traditional one for first, two for second scoring system used in international motocross. Points for overall world standings are awarded on the basis of 15 for first, 12 for second, 10 for third, 8 for fourth and so on. Since the German and the American were tied on points, the Spanish-sanctioning club had gone to the clock and Maisch had the lowest elapsed time. Technically, this gave him the Grand Prix victory even though Pomeroy led in world point standings.

The FIM, world sanctioning body for international motocross competition, has instructed that, in 1973, motos will be scored with the same point system as the world championship standings. Jim's 23 points with a first and fourth beat Hans' second and third total of 22. Pomeroy is the winner of the Spanish 250 Grand Prix.

A feat that most American and nearly all European "experts" predicted to be a year or two away has been accomplished by Jim Pomeroy, a rider who has been relatively little touted by anybody except, of course, Bultaco and, we proudly note, this publication.

Additional information indicates that Jim got the lead on the first lap of the first moto, after breaking from the gate in third, and was never headed in the 40 minutes plus two laps of racing. Joel Robert, reigning World Champ, worked his way up to fifth before pulling off the track. Jim had pulled out a 12 second lead when his pit crew, Sr. F.X. Bulto himself, told him to throttle back giving him the victory by a six second margin. Jim fell in the second moto fairly hard, restarted, and worked his way back up to fourth at the finish.

LATEST FROM EUROPE

MOTOCROSS
Italian 250 Grand Prix
Serramazzoni, Italy
Apri. 15, 1973

OVERALL		
Adolf Weil	Mai	W. Ger
Pavel Rulev	KTM	USSR
Hakan Andersson	Yam	Swed
Jim Pomeroy	Bul	USA
MOTO 1		
Heikki Mikkola	Hus	Fin
Gunnady Mossieev	KTM	USSR
Hakan Anderson	Yam	Swed
Adolf Weil	Mai	W. Ger.
Jim Pomeroy	Bul	USA
MOTO 2		
Pavel Rulev	KTM	USSR
Adolf Weil	Mai	W. Ger
Jaroslav Falta	CZ	CSSR
Torleif Hansen	Kaw	Swed
Jim Pomeroy	Bul	USA

Adolf Weil now leads World 250 Championsip standings with 41 points. Jim Pomeroy is second with 35 points.

Riding with the Triumph-Rickman ISDT Team

Triumph U.S.A. will field two ISDT teams for the 48th Trial: four 500 Trophy Trail Triumph twins and four Rickman 125s. Bob Tryon prepares to take one of the four-strokes out for test.

by John Huetter

The qualifiers have begun for the first International Six Days' Trial to be held in the United States, the 48th in history. The competitors looking for team shots in this Olympics of Motorcycling, and the factory and national teams trying to "shake down" and improve their equipment are getting serious now.

The prestige and value to a given make motorcycle or national team in winning this event is unparalleled in work motorcycling, even if U.S. interest has not been great in past years. Even finishing with a gold medal is something to be rightfully proud of.

With the location of the ISDT in the United States this year, a lot of factory and club teams from this country are being formed; more than if the event were, say, in Poland. Cycle News had an opportunity to ride, talk with and investigate the machines of a factory ISDT team. It's a whole different world from the slick, quick razzle-dazzle of SoCal motocross that most competitors spend their time in. It involves attentive machine preparation and rider concentration and discipline.

Triumph in the U.S. will, for the first time, be fielding two factory ISDT teams in this 48th trial. One four man team will be mounted on specially prepared 500cc Triumph Trophy Trials, probably the only four-stroke team in the trial. The other four riders will be on 125 Rickman-Zundapps, already styled and marketed as Six Days Replicas. At the beginning of the qualifiers, the teams had been selected, the team manager appointed, and mechanics assigned to prepare and maintain the Six Days bikes. Triumph is clearly determined to make a splash in Six Days competition and, based on our observations, are going into this thing with a serious effort using, interestingly enough, the bikes they are trying to sell to the public with relatively minor modifications.

Preparation of the bikes for the ISDT qualifiers was mainly in detailing, building in back-up electrical systems and the like. The 500 Triumph has to be one of the most developed, most reliable, most tractable motorcycle engines in recent history. It has never been a powerhouse but the team wasn't worried about this. An honest claim of 28-30 HP from the 500 is adequate, combined with the legendary low end

Tractability of the 500 Trophy Triumph in IDST trim was impressive. It would thump over or through about anything.

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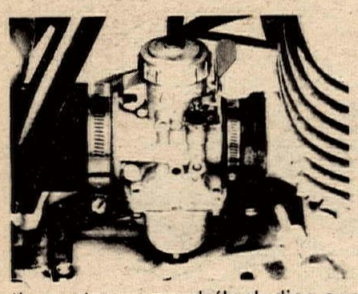

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8	Husky – 32mm to replace 32mm	61.95
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12	400 Husky – 34mm to replace 36mm	65.95
13	250 Husky MJ – 32mm	63.95
14	250 Husky MJ – 34mm	66.95
15	400 Husky MJ – 34mm	65.95
16	450 Husky MJ – 34mm	65.95
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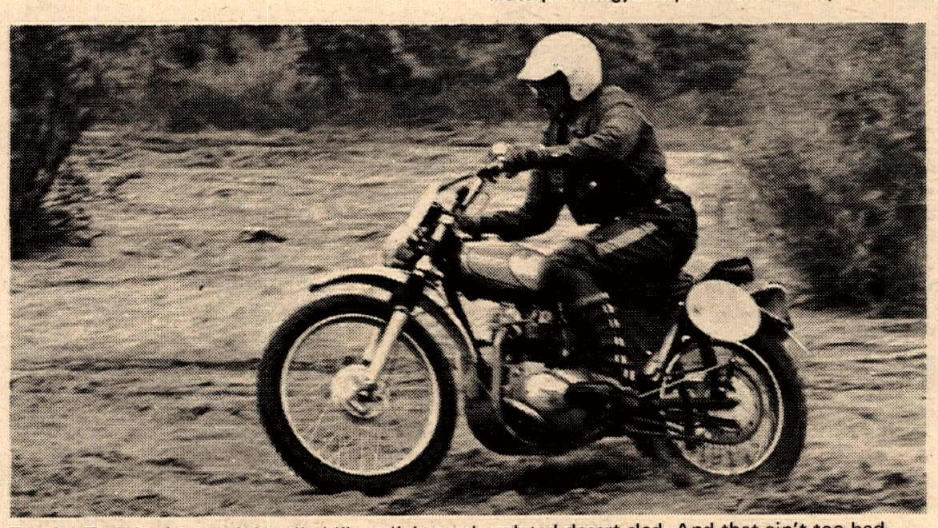
tractability and grunt. The frame is the same one used on the BSA Victor 500 MX developed for motocross competition. Both engine and frame are stock Trophy Trail items.

ISDT modifications externally consist of wider bars with Doherty grips, replacement of the front forks with Rickman forks, and the addition of white plastic fenders. A Rickman seat with zip-in tool space goes on in place of the stock seat while protective bars and quick detach hubs are added for ISDT considerations.

The front lighting set-up is stock, the rear is a smaller item less prone to breakage in falls. Detailing includes extensive waterproofing and the back-up electrical system. The one weak point noted on the Trophy Trail machines was the exposed chain, with no provision for a quick chain or sprocket countershaft change. There is some thought of going to an enclosed chain as featured on the MZ, Jawa and Bultaco Matador. Triumph is enteraining plans for offering the ISDT package as an optional kit with the Trophy Trail. The wider bars and weight reduction make for a significant improvement in handling of the 500 twin. Team riders feel that the reliability of the Triumph will help to offset the over 300 pound weight of the four-stroke. There was little doubt that it would last for six days. The only question in our mind after riding the ISDT Triumph was if the chain would last. What the Triumph cannot go around, at speed, it will go over over or through.

Another point noted in testing that has little ISDT application is that the 500 is easy and great fun to slide. Come up to a corner, wick it on to break the rear wheel loose and enjoy. Feel is positive and predictable.

Waterproofing, a requirement for any successful ISDT mount, was well-done on the Triumph.



Trophy Trail in the rough handled like a lightened updated desert sled. And that ain't too bad.

Quick detach wheels are featured on both Triumphs and Rickmans. Rickman Team checks brake lining wear and wetness during test.

Our impresssion is that the ISDT Triumphs, as set up, are well-suited to the Berkshires terrain where the Six Days will be held. A slight tendency to hobby horse over whoop-de-doos never got out of hand and precise throttle control always kept the bike in hand. Team riders will not encounter the long sandwashes in New England. You know you have a lot of bike under you when going fast in the rough but it didn't seem to affect the ability to make rapid forward progress. The four-stroke will eat up gravel roads and blacktop as handling, even with knobbies, is very confident.

It takes a certain technique to ride the 500 well and the team riders were chosen, in part, for their ability to take

(Continued on page 10)

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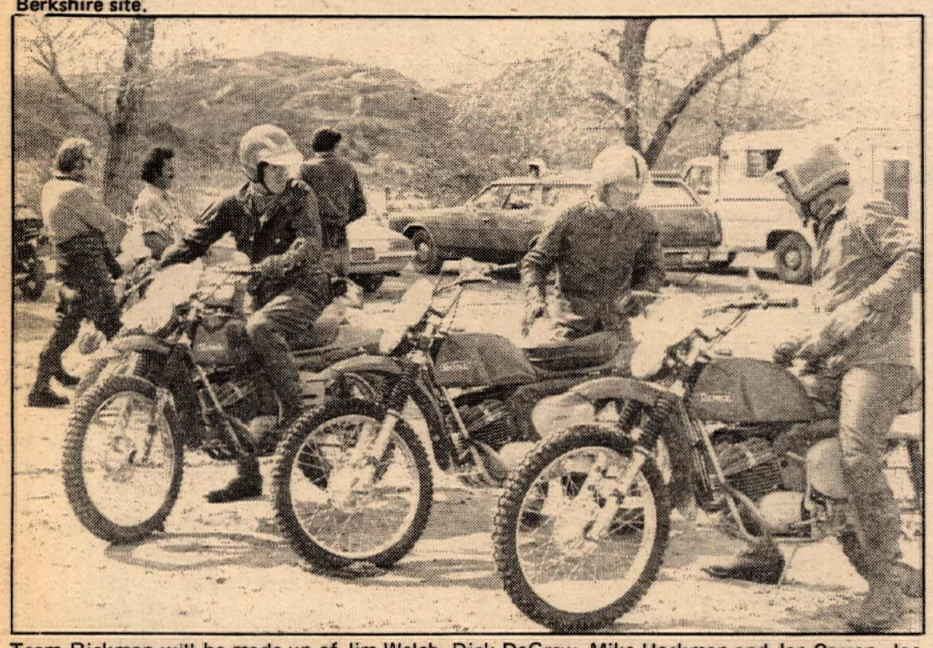
Low-speed pulling power of ISDT Trophy Trail was a joy; it will be familiar to those who have ridden 500 Triumphs and should be very good for the Berkshire site.



Team Rickman will be made up of Jim Welch, Dick DeGraw, Mike Heckman and Joe Carson. Joe broke his arm in the Ft. Hood qualifier but should be ready by September.

(Continued from page 9)

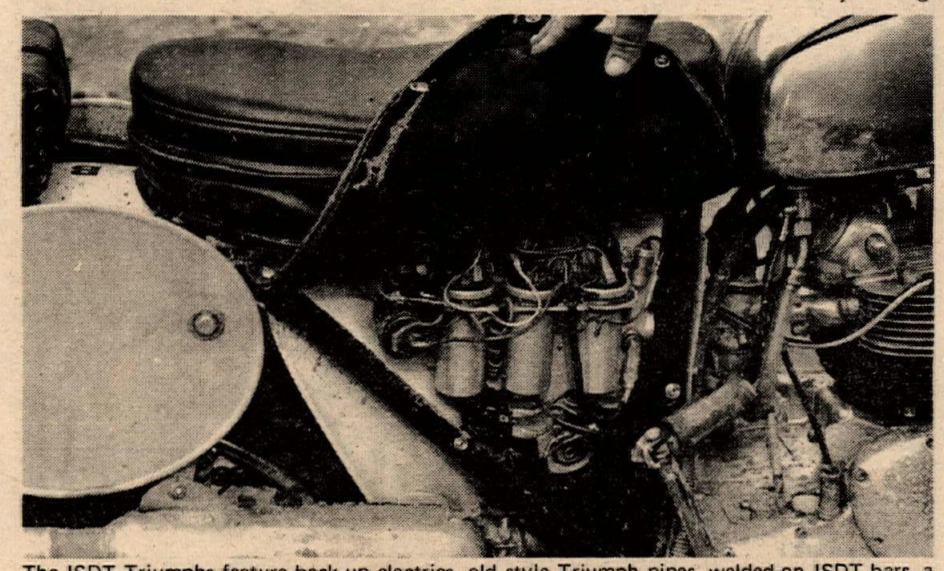
advantage of the Triumph's virtues. It has a lot of good points for enduro-ing. The more low end pulling power required by a course, the better the Triumph will be suited to it. Even the gearbox seemed to be reasonably well sorted out.

The Rickman-Zundapp has already established itself as a fast, good-handling machine in U.S. motocross and desert racing. The 1973 model in Six Days trim is a very fine motorcycle for its enduro purpose. It combines very light weight for a Six Days bike with the handling inherent in the Rickman chassis. The high, deep fender really does keep the splash off the rider and all critical working components such as carb and electrics are shrouded against the elements.

The only problem encountered in a vigorous romp in the rain, through rivers and over some pretty rugged country in the back hills at Indian Dunes was the fact that the brakes went away after running under water for a while. As they dried out, braking power returned.

For a highly tuned two-stroke, it proved surprisingly tractable in mud and over slippery off-camber, rutted trails. The bike actually seemed to correct the rider error. Come off a two foot bump at 40 MPH on the front wheel, it's OK. The bike straightens itself out and continues on without twitching. The addition of lights, large quiet muffler and other weight-adding components had no real effect on its good handling.

Aside from detailing by the team according to rider preference and experience there was little detectable difference between the ISDT Team Rickmans and the commercial version. They are just very meticulously prepared and the engines are assembled carefully and broken in properly. This seems to be the prevalent theme in many successful ISDT machines. No trick stuff if you have a basically acceptable design; just do everything right in setting up the bike. Power of the 125 Zundapp is adequate for almost any application and the lightness of the machine makes it easier to use a lot of it all the time. It's just very hard, even for a non-expert rider, to get out of shape or be uncomfortable in Six Days riding.



The ISDT Triumphs feature back-up electrics, old style Triumph pipes, welded-on ISDT bars, a Rickman seat with zip-in tool space. They are tuned for reliability.

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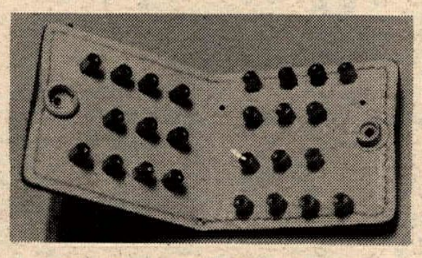

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This is the top half (only) of the First Big Uphill. Guess what was hidden up on top? Right, the first check. The ruts and silt proved the undoing of some riders. There was a very foxy lady manning the flip charts, however.

by Ron Schneiders
Photos by John Huetter and Schneiders

NAVADO CAMP, CAL., Apr. 15, 1973 – The winner of the 23rd Annual Hi-Mountain enduro was decided by the flip of a coin, a procedure that probably seemed perfectly logical to the two young motorcrossers who were in contention for that honor.

Actually, there was a three way tie for the Sweepstakes trophy but the third member of the triumvarate who might have been expected to protest (since he has participated in a few enduros here and there) was already winging his way back to Oregon to check on his plastic fender business when the method of decision was announced. Good thing, too. It might have taxed the capabilities of the Cal Poly Penguins to come up with a three-sided coin.

Having a three-way tie for first place, though, was actually one of the smaller problems that faced the Cal Poly college students who hosted the enduro this year. The run had originally been scheduled for Feb. 11 but it was, quite literally, drowned out. Not only was the course unridable, but the camping area was undrivable.

As one contestant described it, his camper sitting stock still "Just sank right up to the chassis." Those who came to the first event spent the day digging out various campers and pickups. The Penguins, a school club, and always on a limited budget, were almost wiped out financially.

Now, nine weeks later they tried again. From the original 1100 applicants, they were down to less than 500 maximum. About 400 riders showed up for the re-run. Their available riding land had also shrunk. From a "normal" 120 miles the run is now down to 85 miles and the Penguins had to scratch to come up with that. The run no longer goes anywhere near Hi Mountain.

Two local hotshoes, both "B" riders, took the top spots both losing three points for hitting one check a minute early. They were Jim Beck (Mnk) and Mike Garrett (Pen). Also losing three points for hitting three checks one minute late was Preston Petty. (Hon).

Beck and Garrett were also the first two 125 "B"s. David Ow (Pen) was third, and Rick Munyon (Pen) was fourth.

The 250 B class was also decided by a coin toss. Steve Freeland and Rich Arnold, both on Yamahas had 11 points each. Steve won the toss. In third, was Ryan Gifford on a Honda.

Ron Cash (Suz) won the Open B class but there was a tie for second and third. On the basis of the number of checks "zeroed" that tie was resolved in favor of Cliff Branch (Yam). John Moore was third on a Husky. The number of "zeros" priority was the reason that Preston Petty didn't make the finals, incidentally.

Preston's three point score was sufficient to earn him first place in the 250 A class. Next was young Craig Young who not only won a trophy but took $5.00 from his old man who bet that he wouldn't finish.

Carl Price riding a Mettco Edsel was third. Dave Ekins (Bul) and Dick Young tied for first in the Open A class with 14 pts. but Dave won on the basis of zeros. Dick and Craig Young both ride Yamaha. Third in the Open A class was Ron Wettle (Hus), with a distant 35 points. Ron Cox (Yam) won the 125 A class with 8 points. Clive Reeves was second with 16 points on a Hodaka Wombat and Pat Pipes was third on a Monark.

The Penguins announced that the trophies would be distributed at 3 P.M. and they were, a sight this reporter thought he'd never see this side of Ohio. As is always the case, there were a couple protests. In one case the check was thrown out; in the other, the protest was not allowed.

Paul Beck, President of the Penguins, announced the decisions, stating flatly, "The decisions of the judges are final!" and offered condolences to those who were hurt by them: "That's tough."

Although their method of running the enduro was quite autocratic, and might have gotten a club with a letter reputation lynched, in many ways it is a superior method to the more traditional District 37 method. There is no doubt that awarding the trophies at the end of the run is a good idea both from the spectators' standpoint and the rider's. Of course, it also solved a lot of headaches for the club itself which must otherwise figure out some way to distribute them.

Their method of handling protests is arbitary but probably no less fair than having them decided by a competition committee, many of whom aren't present. Deciding ties by coin toss is, surprising as this might sound, every bit as fair and accurate as deciding them on the basis of tie-breaking checks, which are theoretically timed to the second.

In fact, the clocks used aren't that accurate and none of the riders can come anywhere close to riding on the second. So, in fact, the tie-breaking check is just a gamble too, only it takes a lot more time to score and a lot more time and men to set up. (Suggestion: Why not resolve ties in some method that takes some kind of riding skill and can be done on the spot? Maybe a trials section could be set up, or a log jumping

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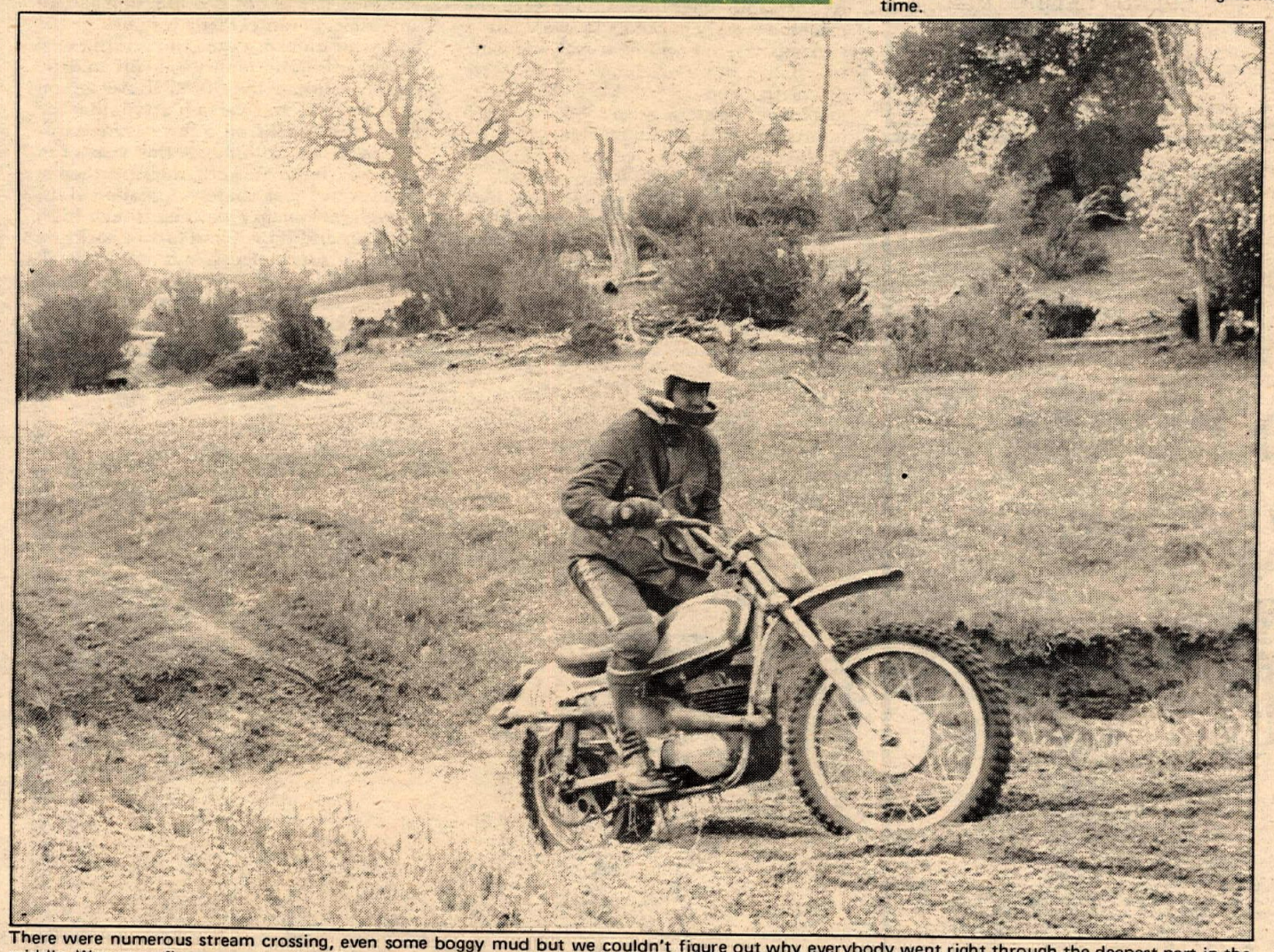

There were numerous stream crossing, even some boggy mud but we couldn't figure out why everybody went right through the deepest part in the middle. Waterproofing was convenient if not essential

contest arranged. It would not only resolve the tie quickly without a lot of extra scoring but it would also be based on skill and fun for riders and spectators.

According to the Penguins, the Forest Service is cooperating well with their efforts in putting on the yearly Enduro, but one can't help noticing the number of new "No Motor Vehicle" gates all over the area. The Penguins were allowed to use some closed trails, but those same trails weren't closed last year.

The riders also cooperated well with the Penguins. They donated over $250.00 to give them a fund to get next year's run going. One rider told me that he's tried nine times to finish the Hi Mountain, and he hasn't done it yet. Maybe he will next year.

The best part of riding the Hi Mountain is the ride, anyway. You sign up so you can ride over those beautiful green mountains and look at all the flowers and pretty farms. Don't you? This year's mystery tourist was Bud Ekins who reportedly took a box stock 250 Triumph and rode around the course.

For all their troubles, the Cal Poly Penguins managed to throw a quite successful event and add a few new things to the enduro scene. Quiet, street legal bikes equipped with spark arresters were required and there was no fooling around about that. Club members inspected the bikes at the beginning for the legalities: mirror, horn, and tail light and a Forest Ranger checked for the sparky. No one was allowed to start without the necessary equipment.

Then, Midway around the course, there was another inspection and

(Continued on Page 14)

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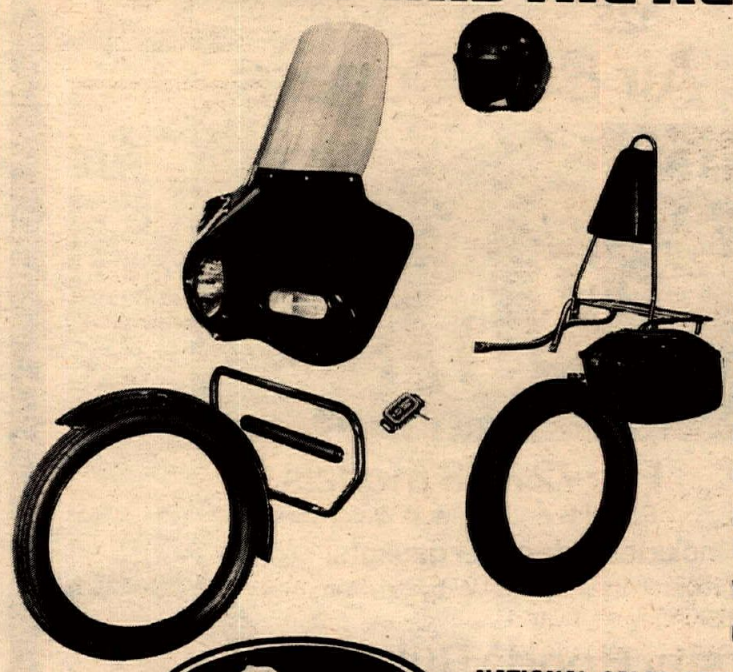

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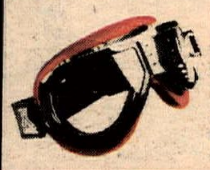

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There were some nice open woods to ride through in the low part of the Hi-Mountain. Beautiful wildflowers through here.

(Continued from Page 13)

anything missing cost the rider points. At the same time, the sound level of the machine was checked. It was not a rigorous test set-up but it was adequate to pick out machines that were offensive and it did. Riders with machines registering over 86 db lost 3 points and riders with machines over 92 db lost 6 points. Three riders went for the 6 point rap and 24 lost 3 points.

The Hi Mountain course was over trails that have been much used before and the wear showed. In the weeks since the big rain, the area has really dried out and the trails were hard and powdery. Deep ruts were the order of the day and a motocross rider with no fear was its hero.

The schedules were very, very fast for the terrain encountered. Even on the one long stretch of asphalt that was included it was not possible to make up any time because there was pea gravel and sand on every turn and a turn every fifty yards. The club president said he could maintain the 30 MPH average on that stretch, but he admitted that he left black streaks on a few of the turns.

There was nothing on this year's run that was impossible to ride. (But some that were just barely possible...Ed.) There were plenty of long, tough hills, both up and down, and lots of rocks on them in some places, but very fast all the way.

One rider said "I never thought I'd feel lucky to only lose 40 points, but I did today." He won a trophy too.

And there was lots of pushing up the high parts of the Hi-Mountain. Clutches were slipped and riders got tired.

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Saarinen Sweeps Imola

Saarinen Sweeps Europe's Richest Race

from Art Friedman

IMOLA, ITALY, Apr. 15, 1973 – The Shell 200 miles of Imola was a clean sweep win by Jarno Saarinen, who won both 100 mile legs going away.

The Finnish Daytona winner was only led for one lap by Art Baumann (Kaw) before he cleared off and pulled out almost a mile on his pursuers in both heats.

Second for the second year in a row was again taken by factory Ducati rider Bruno Staggiari who combined a second in the first heat with a third in the final 100. Third overall was Walter Villa aboard an Italian factory Kawasaki. Villa put together a fifth and a second.

Top rider from America was Kel Carruthers (Yam) who came home fifth. Carruthers was the only American who didn't experience any difficulties; either breaking or crashing. The only other American still running at the finish was Art Baumann who finished twelfth despite being involved in the second heat and a very long "engine off" pit stop. The man who wowed everybody, however, was Calvin Lee Rayborn.

Complete story and photos next week.

Tex-AMA Motocross

LOCHART, TEX., Apr. 15, 1973 – It was a mind-blower in drizzling rain. A large crowd just went berserk at Weinert and Tripes, Jones, etc.

Highlighting the day were Marty Tripes and Bob Grossi for the out-of-staters and Wyman Priddy, Steve Stackable and a surprising Kent Howerton for Texas.

Clements had a bad endo and the engine kept sucking water. Grossi was a blitz but if Tripes had stayed on his feet and not thrown a chain it would have been different. Semics was fast toward the end of the day. Priddy was smooth all over but couldn't stay up with Weinert.

Howerton and Grossi were battling for first going into the last moto but Howerton's chain came off and shattered the cases on the second lap so Grossi was assured of the overall. No one else was consistent.

Gary Jones and Tripes were incredibly quick but couldn't keep it together. Stackable came out second because of his consistency. Weinert had no opposition in the Open class at any time. The first three or four laps everyone was scrapping for the front four places. After that it was "Weenie" all the way. He just pulled farther and farther ahead.

Priddy was neat, especially on the last moto, as he held off Semics who really had the stops out for second.

Lamppu was disqualified as he tried to switch bikes in the 250. Complete story and photos next issue.

TEX-AMA
Lockhart, Tex.
Apr. 15, 1973

250	
Bob Grossi	Hus 1-3-2
Steve Stackable	CZ 3-4-3
Gary Jones	Hon 11-1-1
Bruce Baron	Hon 8-4-5
Dewayne Jones	Hon 8-5-6
Mark Baldree	CZ 10-9-10
Kevin Loughnane	CZ 9-15-8
Jules Kennedy	Hon 12-11-9
Jeff Brown	Hus 13-10-13
Kent Howerton	Yam 2-2-DNF
250	
Jim Weinert	Kaw 1-1-1
Gary Semics	Hus 2-3-2
Wyman Priddy	Kaw 6-2-2
Tony Wynn	CZ 4-4-5
Fred Hanna	Hus 7-5-4
Bob Graham	CZ 8-8-8
Robert Tuggle	Hus 9-7-10
Jody Foust	Hus 5-22-6
Greg Graham	CZ 10-22-7
Bill Clements	Hus 11-6-22

Agostini in Belgium

by Art Friedman

METTET, BELGIUM, Apr. 15, 1973 – World Champion Giacomo Agostini piloted his new four-cylinder MV Agusta 500 to victory in the Belgium road racing GP ahead of Charles Mortimer (Yam). On another Yamaha, Mortimer was the victor in the 250 class ahead of Borje Jansson, also Yamaha-mounted.

FALLEN TIMBERS NATIONAL ENDURO

TOLEDO, OHIO, Apr. 15, 1973 – Art Blough of Grand Rapids, Mich. posted his first major victory today in the Fallen Timbers Nat'l. Enduro. Blough, aboard a 250 Suzuki, finished with a score of 964. High point "A" rider was Bill Kain with 957; the top "B" slot went to Tom Kelly with 928.

Over half the 100 miles was run in the woods, and, though it was called the driest Fallen Timbers ever, Ron Bohn was victimized by a swampy section when his carb inhaled some of it.

Norm Ford won the "A" Open division with 956; Ken Scharphorn topped the "A" 200 class, and the "A" 125 win went to Dick Burleson. Complete story and photos next issue.

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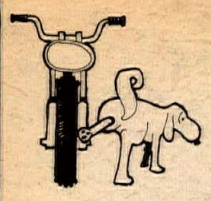

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CRC FAMILY ENDURO

by The Shadow

It was only a year ago, but it seems like a lifetime. Back in those good old days, this writer would work six days a week and collapse on the seventh, enjoying the peace and quiet of the friendly confines of his apartment. Thanks to the good old television set, Sundays were usually a day of resting on the couch, while catching up on all the "B" movies and watching every sporting event that came on — especially professional football. Then came two motorcycles and a variety of riders, and Sundays suddenly became a day of getting out in the sunshine, or whatever the weather happened to be like on race day.

This Sunday was a special treat, a real live "Family Enduro" at Soggy Dry Lake, which is located near the "metropolis" of Lucerne Valley. Departure time Sunday morning was to have been 6:30, but Miller and Company are procrastinators — meaning we didn't hit the road until 6:45 a.m.

Now when you're "just" driving over to Lucerne Valley, and don't have to be there until 8:30 a.m., you'd think there was plenty of time for a pleasant drive at moderate and legal speeds.

I must admit, there was plenty of time for the drive to Lucerne Valley, and even enough time to make it the 15 miles beyond Lucerne Valley, where you turned left off the friendly confines of pavement and hit one of the worst dirt roads I've ever seen — let alone driven on. After making the turn, my mind zipped back to a Friday conversation with Jerry McNeal, president of the California Racing Club, hosts of the Sunday enduro. "You turn left onto a dirt road and follow it for what seems like forever," he cautioned.

Somehow, I forgot the warning until the tires of the car and trailer hit the dirt. The severe bouncing awakened my still-sleeping mind: "I should have left a half-hour earlier," I kept thinking to myself.

One of the cycles came loose on the trailer, bringing a sudden stop before the machine fell onto the road and was crushed by following traffic, which couldn't see due to the clouds of dust.

Anyway, we somehow lucked out and got to the starting area a whole five minutes before the first rider was to hit the course.

And what a course it was, although the two laps really weren't a tremendous test of man and machine, just of boys, girls, and women. The first lap covered 38.6 miles and the second lap covered 28.5 miles, a 67.1 total for the day. That might not seem like much to the old pro desert and/or enduro rider, but to the three kids, it was quite a test of skill and endurance.

Problems weren't long in popping up. Jim Sendelbach unloaded his cycle and promptly announced he had forgotten his key back in Palmdale. Needless to say there was no way I was going to drive back over the dirt road before I had to. As there wwere no helicopters available, Jim's racing day ended early.

The two remaining kids, Knott and McPhetridge, hit the starting line at the appointed minute, and were on their way. Even more surprising was the fact that they arrived at the finish line only a scant five minutes late, which is not bad for two kids out for their first enduro and mounted on motocross bikes.

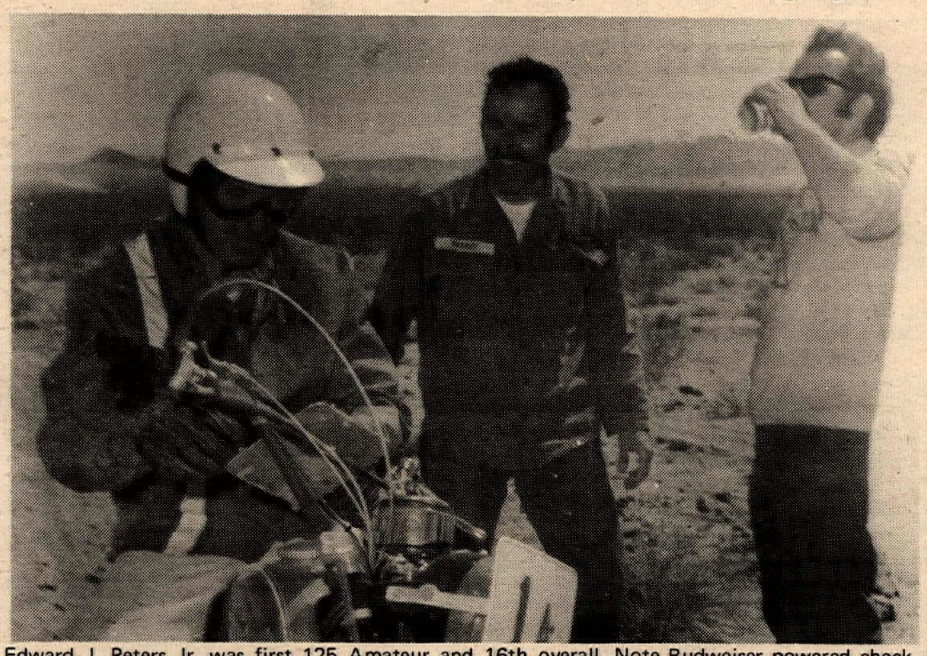
Then came the fun. Knott's air cleaner had come loose, and McPhetridge was leaking oil badly. Both, however, refused to even think about giving up, and after some hasty repairs, and a few brand new words, the twosome was ready to leave on the second lap. But first Knott, gasping, "I can't make it without a Coke," just had to stop by the lunch wagon for the "pause that refreshes."

So, only a scant 26 minutes behind the time they were supposed to leave, the boys hit the course. Being good fans, Jim and I went to the finish line to await their return to civilization.

We waited and waited and waited, but no Bobby Knott or Robert McPhetridge. Unfortunately, it turned out Jim and I were looking in the wrong direction, as putting up behind us came a real live Knott, looking rather sheepish.

It seems while 200 other riders were making the second loop on the right course, the two Bobs were traveling backwards on the first loop. Amazingly, they found no other riders, and when they got to the checkpoints, there was nobody there to check them.

It was about this time, Knott suddenly realized he was going in the



Edward J. Peters Jr. was first 125 Amateur and 16th overall. Note Budweiser powered check point.

Here comes de second 250 youngster, T. McGlachin, followed closely.

wrong direction and returned to home base. Better to be a little dumb, than lost, which is good thinking in the middle of the vast, open desert.

Unfortunately, Knott was not accompanied by speedy McPhetridge, who apparently failed to notice there were no other motorcycles on the course and kept on going – until his motorcycle broke down.

Happily there are real nice people at enduros, and they felt sorry for my wayward rider and towed him back to civilization, only a scant two and one-half hours late. But at least he was not lost and we did not have to spend a night out in the cold hunting for him.

So it was, our first enduro past history, we, like the sun, set sail to the west and the safety of homes in Palmdale – after a brief pit stop in Victorville.

Taking first place overall honors was Darl Willard (Suz), who was competing in the Open Novice, over 35 years class. Willard lost only two points during the day.

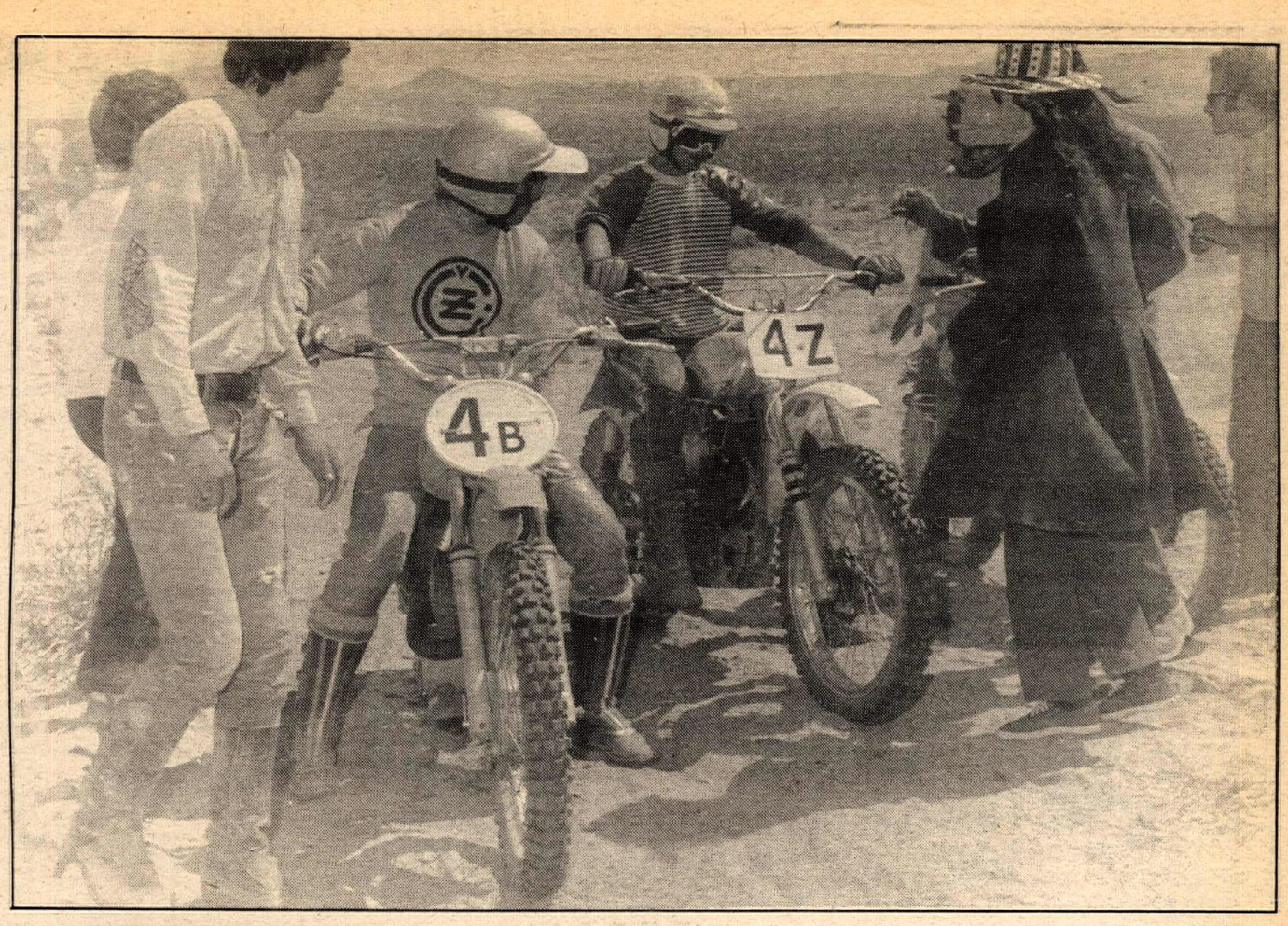
Other class winners: Ross Martin (Yam), 175 Novice, under 16; Robert Christian (CZ), 250 Novice; Karl Kaser (OSSA), 250 Novice, over 35; and H. M. Lewis (Suz), Open Novice. As you'll note, the top five overall slots went to Novice competitors.

First in the Expert class went to David Martin (Bul); Billy Kasser (OSSA), took the 250 Novice, under 16 class; Wayne Sanford (Pen), captured the 125 Novice class; Harvey Bjornstad (Kaw), placed first at 175 Amateur; and Thomas Moga (Yam), took the Open Amateur class.

Some other class winners: Edward J. Peters (DKW), 125 Amateur; Wally Jordan (Jaw), Open Amateur; Daniel McAllister (Yam), 175 Novice; Jeffrey Ogden (Kaw), 125 Novice, under 16; and Gordon Snaford (Yam), 125 Novice, over 35.

Still more winners: Jim Peters (Hon), 100 Novice, under 16; David LeMaste, Jr., 250 Amateur; David LeMaste, Sr. (Yam), 250 Amateur; Bob Farrell (Hod), 100 Novice; Donald Farrell (Hon), 175 Novice, over 35; Leslee Klug (Yam), Powder Puff; and Mike Harmon (Yam), Minibike.

Finally, there were two special classes. Vicki and Robert Christian were the top husband and wife combo, and Karl and Billy Kaser, both mounted on OSSAs, were the number one father-son combination.



The first and second 250 Novices, R. Christian & Jim Dizivey. They were also 3rd and 11th overall.

TECATE 500

TECATE, MEXICO, April 7 & 8, 1973 – The first competition motorcycle event to originate from Tecate, Mexico, in 12 years, took place this weekend. 71 riders left Tecate on Saturday morning on an enduro headed for San Felipe, approximately 120 miles south, to return on Sunday to Tecate, a round trip of 477.9 miles.

Through the assistance of Pete Santana of the Department of Tourism and the financial help of the Tecate Brewery, Ken Hearing and the Los Ancianos MC, of San Diego, were able to plan, layout and hold this incredibly grueling event.

The first day took riders through the mountains, south to Valle de Trinidad and from there on a straight shot to San Felipe. With speeds varying from 20 to 40 MPH, the 206.7 mile leg was designed to be completed in eight hours and 49 minutes. Gas stops along the way, done with the assistance of Valvoline Oil Company, supplied gas at frequent intervals.

65 of the 71 starters made it to San Felipe Saturday night, where the riders spent the evening making repairs and trying to uncramp muscles. Then on Sunday morning 53 souls got themselves up and headed back to Tecate, the long way. The return trip went 271.2 miles and took 11 hours and nine minutes, through the desert.

The enduro contained seven secret checks and six known ones. Of these only one was off. Can you imagine marking and timing a 500 mile enduro through Baja? Apparently, the course was so well marked that no one got lost the whole weekend.

Just a few miles outside of Tecate, at the last grade, there was a beer stop. Over two thirds of the fellows decided that a few beers were more important than those last few moments. Seems like a reasonable decision.

Still, the first 15 finishers managed to spread themselves out over only a ten point spread. Those guys must have been right on the number.

SPARK PLUGS

THE CYCLE HOUSE

NOTE: This chart is to be used as a guide only. Due to differences in design, materials, etc., spark plugs produced by various manufacturers do not necessarily have the same heat range

NGK

NGK SPARK PLUGS • CONVERSION CHART

THREAD SIZE	HEAT RANGE	NGK	CHAMPION	AC	AUTOLITE	BOSCH	KLG	LODGE
14mm X 3/8 Reach X 20.6 HEX	HOT	B-4	[illegible]	C49 48 C4 L47W M47 46 C45 M4[illegible]	A[illegible] AT10 A9 AT8	W45T3	FS20 FS30	BAN CAN
		B-6	J8 U[illegible]-8 J7 J7J	45 TC45 C45W M45 44 C44 M44 M44B	A7 AT6 AT4	W125T3 W145T3 W175T3	TFS60 FS70	
		B-7	J6 U[illegible] J5	43 C43 M34C C42-4 M43	A3 AT3 A2 AT2	W190 M35 W225T3	FS75	HAN
		B-8	J4 J4J					
		B-9		42 C42 M40				
	COLD	B-10	J2J	41			FS100	DHAN
14mmX3/8 Reach 20.6 HEX Projected Tip	HOT	BP-4	[illegible]					
	COLD	BP-6	J10Y [illegible]	46S 45S				HHAN
14mm X 7/16 Reach X 20.6 HEX	HOT	B-4L	[illegible]	47L	A42 A52	W125T6		
				[illegible]	A4[illegible]	W145T7		CANY
	COLD	B-6L	H8 H8H HH3 H[illegible]Y	48L C43LY	A[illegible] AT[illegible] A[illegible] A[illegible]			
14mm X 3/8 Reach X 20.6 HEX	HOT	B-4H	[illegible]	[illegible]				TSN SN
		B-6H	L85 L[illegible] L7 L[illegible]Y	[illegible]				
		B-7H	[illegible]	[illegible]				
		B-7HZ						
		B-8H	L[illegible]					
	COLD	B-9-H						
		B-10H						
14mmX 3/8 Reach 20.6 HEX Projected Tip	HOT	BP-4H	[illegible]					
	COLD	BP-6H	[illegible]					
14mm X 3/8 Reach X 20.6 HEX	HOT	B-4E	[illegible]					
		B-6E	[illegible]					
		B-7E	[illegible]					
		B-8E	N[illegible]					
	COLD	B-9E						
		B-10E						
14mmX3/8 Reach 20.6 HEX Projected Tip	HOT	BP-4E	N16Y					
		BP-6E	N14Y		HXLS			
	COLD	BP-7E	N9Y	N17Y UNLY	XLS			
					HXLS			
					AG42			CLNY
					AG[illegible]			HLNY

All NGK spark plugs in above chart are priced at $ .48 each.

NGK COMPETITION AND RACING SPARK PLUGS

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14MM	3/8"	HOT	B7C B77C B8N B9N B10N B11N B12N	J6 J6J J63T J63R J59T J58T J58R J56T J55T J53T	A3 A[illegible] A23 A903 A[illegible] A404 A204	2HAN R47 R49 R51 R52 R53 WITH SPACER	F57[illegible] F[illegible] F[illegible] F300 F320 F340 WITH SPACER	
		COLD						
14MM	1/2	HOT	B7HC B77HC B8HN B9HN B10HN B11HN B12HN	L5 L63P L58R L56T L55T L53T L52T	AF[illegible] AE23 AF903 AF4[illegible] AE40[illegible] AE20	R47 R49 R51 R52 R53	F80 F[illegible] F[illegible] F300 F[illegible] F340	W270T16 W280T13S W290T16 W340T16 W370T16
		COLD						
14MM	3/4"	HOT	B7EC B77EC B8EN B9EN B10EN B11EN B12EN	N4 N63R N58R N57R N55T N54R N53T N52T	AG[illegible] AG23 AG903 AG603 AG403 AG203	2HLN RL47 RL49 RL51 RL53	FE80 FE100 FE260 FE280 FE300 FE340	W270T17 W280T20S W290T17 W310T17 W340T17 W370T17
		COLD						

All NGK spark plugs with a "C" suffix are $ .78 ... all plugs with "N" suffix, $1.89

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SEE PAGE 44 FOR ORDERING INFORMATION.

44

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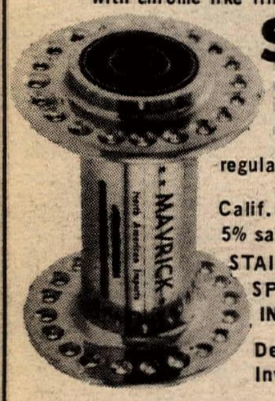

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Enduro Timekeeping

by Larry Langley

I remember my first enduro. Some friends talked me into riding "Calico" last year and as we were sitting on the starting line I found out why they were so anxious for me to ride along: I had the only speedometer in the group. They said it would be easy, I should lead and just try to maintain the average speed posted.

"Sounds OK to me," I said.

70 miles later and 36 points lost I figured there must be more to enduro timekeeping than just riding along at close to the posted speed average. Asking around I found out that a lot of people just didn't know how to really keep time at all. They thought it was much too complicated and you had to be a super 'A' class rider to do it. As I got more and more into enduros I found out that timekeeping is actually very simple in theory. It's putting it into actual use that is a little harder. This article will try and explain a few things about timekeeping that hopefully will start you thinking about a system of your own so you can get there and start collecting some of those nice trophies the clubs are giving away.

Enduro timekeeping simply boils down to the fact it takes a certain amount of time (usually measured in minutes or fractions thereof) to travel a certain distance (usually measured in miles or fractions thereof). Speeds are usually in multiples of 6 for easier conversion (but not always).

For example, let's use 12 MPH as it's a typical enduro speed. At 12 MPH it takes five minutes to go one mile. (12 into 60 minutes), or .2 miles per minute (five minutes into one mile). Typical enduro speeds chart out to:

MPH Average	Distance Traveled Per Hour
6	.1 mile
12	.2 mile
18	.3 mile
24	.4 mile
30	.5 mile
36	.6 mile

Notice for each 6 MPH increase the distance traveled per mile goes up .1 mile.

Before we go into setting up a dummy schedule let's cover a few of the basic enduro timekeeping rules. At every enduro there will be either a 3 mile or a 5 mile check. Depending on the sponsoring organization's rules, there cannot be a secret check within the 3 or 5 mile limit from a known check.

A known check is the start, finish or a gas stop. It's "free" time, so it's best to go faster (if terrain permits) and then wait for the time to catch up at the 3 or 5 mile check. Most enduros publish their schedule in advance so you can make up a route chart if you want. However some enduros do not. You find out what the MPH average is when you come upon a speed change on the course.

All enduros rely on what they call "key time" for informing you of the proper time due at a point on the course. You should set your watch on key time when your number leaves the starting line. In other words say you are riding number 10 and key time is 8:00. You would leave the line at 8:10 but by

(Continued on page 19)

De Anza Hillclimb is a Drag

by Marcia McClendon

SUMMYMEAD, CAL., Apr. 8, 1973 — De Anza Cycle Park had their second drag hill climb with classes divided into stock and modified, and by engine size.

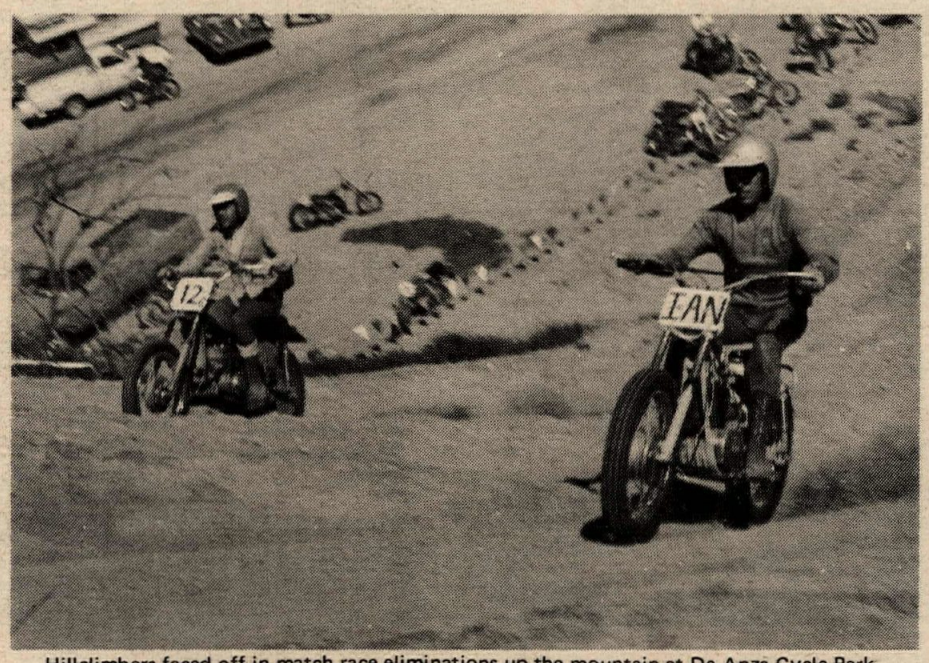
The hill was in great shape with lanes looking identical.

Dentist Jim Ellenberger took a day off from pulling teeth to pull over the top as over all winner of the climb, with Lee Dugas coming from San Jose to give him competition.

DRAG HILLCLIMB
De Anza Cycle Park
Sunnymead, Calif.
Apr. 8, 1973
by Marcia McClendon

MINI		
Al St. George		
100		
Bruce Krane		
125		
Bobby Dahlin	Yam	
Jim Olson	Yam	
175		
Alice Hudnall	Yam	
Donna O'Neil	Yam	
250 STOCK		
Tom Turner		
Ian Nascimiento		
Keith Patten		
360 STOCK		
Joe Graper		
Bill Estes		
Earl Whetsell		
360 MOD		
Lee Dugas		
Bill Estes		
400 STOCK		
Tom Daugherty		
Pat Lynch		
Larry Williams		
450 STOCK		
Jim Buzard		
500 STOCK		
Elden Petersen		
Chuck Petersen		
500 MOD		
Lee Dugas		
650 STOCK		
Tom Daugherty		
Randy Hudnall		
650 MOD		
Ron Saffel		
Bob Orme		
750 MOD		
Jim Ellenberger*		Tri
Ed Shaver		Tri

* Overall Winner



Hillclimbers faced off in match race eliminations up the mountain at De Anza Cycle Park.

Your Time Is Not Necessarily Their Time

setting your clock at 8:00 you will be riding on key time. Some riders carry two watches, one set on key time and the other on actual time.

I'll go into types of enduro timekeeping. Either works well and you can choose between them or modify them to your own personal taste. There are more sophisticated methods used but they are still based on the same principal.

ROUTE CHART METHOD

Most riders who use the route chart method use a roller type chart holder which utilizes adding machine paper to record the schedule on and allows the schedule to be advanced as you ride. This type of time keeping will obviously not work at an enduro where no schedule is published.

Let assume the schedule calls for going 5 miles at 20 MPH and then changes to 12 MPH for 3 miles. Since 20 MPH is 3 minutes per mile and 12 MPH is 5 minutes per mile, or .2 miles per minute, the charte would look like this:

KEY TIME	MILES	SPEED
8:00	0	20 MPH
8:03	1	
8:06	2	
8:09	3	
8:12	4	
8:15	5	
SPEED CHANGE		12 MPH
8:16	5.2	
8:17	5.4	
8:18	5.6	
8:19	5.8	
8:20	6.0	
8:21	6.2	
8:22	6.4	
8:23	6.6	
8:24	6.8	
8:25	7.0	
8:26	7.2	
8:27	7.4	
8:28	7.6	
8:29	7.8	
8:30	8.0	

You can set up your chart with a lot of detail or less if you want. It's up to you and I would recommend experimenting with different fractions until you find a schedule that is comfortable for you to keep time with.

The only problem with this system is if your speedometer doesn't match the club's distance at the 3 or 5 mile check. If, say, your speedometer reads 4.8 at their 5 mile check you will have to dial in the .2 every 5 miles or at the end of 25 miles you will be off 1 mile or 3-5 minutes depending on the speeds.

ELAPSED TIME METHOD

Instead of setting up a route chart for each enduro, some riders set up standardized charts that can be used at any enduro. With this system, it's best to use two clocks. One set at key time and the other at elasped time, usually starting at 12:00.

Using this system a different chart is made up for each speed usually encountered during an enduro. Some riders cut down on the number of charts they have to carry by utilizing one chart for two different speeds. In other words, 24 MPH can also be used for 12 MPH by dividing the time in half. Or 12 MPH can be used for 24 MPH by doubling. Whatever.

A 24 MPH chart looks like this:

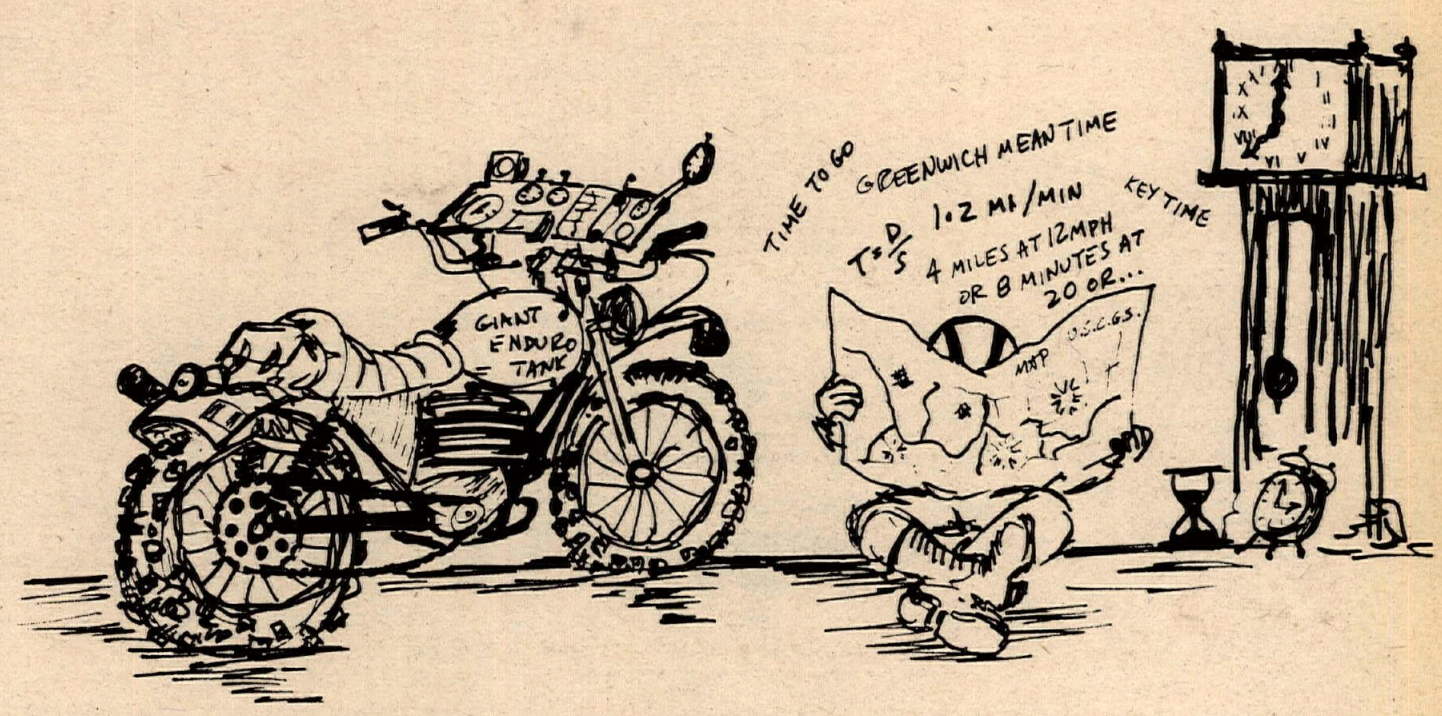
24 MPH/.4 miles per minute

TIME	MILES
12:01	.4
12:02	.8
12:03	1.2
12:04	1.6
12:05	2.0
etc	etc

The advantages of this system are that it doesn't make any difference what the schedule is. You can use the same set of charts for any enduro. There are a number of ways to set up an elapsed time chart. Some use a round chart that fits around their check with the milage calibrated in to the proper minute hand.

Disadvantages are that it can become a little cumbersome. You also have to remember to reset your speedometer to zero at a check or speed change and also to reset the elapsed time watch to 12:00 at that time. You will also have to dial in any speedometer error at the 3 or 5 mile check as you go along.

As I mentioned before, there are more sophisticated methods to use. The ones I described are probably easiest for a Novice to pick up though. You can graduate to rally type calculators when you become more familiar with the ins and outs, ups and downs and learn how to tell "enduro time."



Time is not always what you think it is but there are some simplifying ways to keep track of it for enduro purposes. A couple of methods are suggested in the accompanying article. After all, time is of the essence, whatever essence is.

To keep things fresh on our tenth anniversary, we are going to be just a little bit different.

You've come to know the Cycle World Show as the Big One. A giant gathering-place for motorcycles from all walks of life. For our Tenth Anniversary show, we're changing our emphasis. It's still a custom bike show, but this time we're showing none but the best. And we are giving a boost to the off-road, competition, production street and classic bike enthusiasts. You will see 170-mph road racers, drag bikes, side cars, newer-than-new old bikes, track bikes, motocrossers, endurance bikes, cafe racers, new 1973 models and trials bikes (some of the them will be moving). And if you want to go downstairs and see the world of kinky cars, we don't mind at all. There's no extra charge.

Make your date now! April 19th to 22nd. Go freeway to the Los Angeles Memorial Sports Arena. Lots of parking!

URA Saves Lame Dog From Desert

Trusty steed always starts on first kick. Right? Oh? Again — Trusty steed always starts.....

You were gonna ride the — on this — with spokes like — hah, gufaw — this — chortle, mumble.

Wish those dudes would stop following me.

by James Wallis
Photos by Darin Wallis

NEEDLES, CAL., Apr. 14 & 15, 19 — Enduro! Even the word rings with controversy. Should it be long and rocky, or rocky, long, and more rock? There are those who feel that enduros are one big sandbox which guarantees weight loss with every pushing, engine-reving mile. Some of the people who promote enduros are called sadists, and the people who enjoy the runs are often called masochists.

Notso the Lame Dog Enduro. Right from the beginning you realized something was different. After being blown around by sandstorms, it was refreshing to find calm and capable people at your arrival. Everything was under control; you were given your plastic arm bracelet (for medical ID in case of accident) and told to present your motorcycle at impound for inspection. Once there, it was given a very, very thorough going over. Once impounded, you forgot about it until the morning.

One of the unique facets of the event was the use of the cold engine start. You see, historcially your bike has always started first kick, but why does it now take 30 kicks. If you didn't get started and 100 yards past the starting line, all within one minute, you lost five points.

By 7:00 A.M., the A riders were off, and it was time for us B riders to go. Eleven club teams and various two and three man teams, plus the rest, took off.

The beginning of the first section was just a gas; fire road followed by sand dunes, then on to a big, soft, dry lake. Further into this section they dropped us into what were like dried up creek beds; then onto cross grain, continous three to seven foot rocky, dangerous, ditchy terrain.

In their flyer, URA made the statement, "We even have to duck to miss the tree limbs." I have to agree. But how did they find such vicious tree limbs?

After this up and down stuff we followed a long semi-trail across the desert to Gas Check Two. Let me say here that the organization and work that went into getting the people into and out of the pits was outstanding.

We left the pit and headed into what was to become one of the more memorable sections of the event. A speed change to 12 MPH from 18 MPH warned us of ill tidings to come. The next 4.2 miles consisted of some of the nastiest, meanest, ugliest rocks and sandwashes of the event. I never knew that sandwashes had so many turns, or that they could go on forever. Finally, we got out of that mess to find more sand until gas Check Three. Looking back, I'm sure that Larry Langley had something to do with that horrendous

Note girls playing in sandbox with funny cycle rider.

section.

After gassing up on Gatorade, beer, and Doritos I felt great. Ready, I thought, for another hard section. Not so. This section consisted mainly of flat trails and some road. This gave us a rest, which we needed from the last section. Unfortunately, the road took us right next to the California aqueduct for quite a while. What a temptation to take off our leathers and jump in.

We traveled this section in about one and a half hours bringing us into Vidal Junction. By this time we found out that some people had started to drop out. Some had bike trouble; some just got tired; and most realized that there was still a hard 30 miles to go.

Now, 30 miles doesn't sound very far after you have just ridden 110, but when they are 10 miles of pure rock trails, 10 miles of powder mixed with sand, and then 10 miles of the most goshawful deepest, widest sandwash anybody could dream of, you wonder if golf shouldn't have been your game. This last section of sandwash sounded like a hive of huge bees, with everybody's engine screaming to keep some forward momentum and stay on top of the sand. This thing went on and on until finally at 3:48 in the afternoon we reached the finish.

"A very long day", you say to yourself, but before you can think about anything else you must impound your bike again along with another safety inspection. Any infraction will cost you a varying number of points. We successfully passed inspection, giving us time now to gas up, change air filters, tighten spokes, etc. This was the last time we saw the bikes until Sunday A.M.

Sunday morning came with the awareness that bodies don't like what we are doing to them. At six o'clock, the A riders were off again and at seven, B's were off. Not as many riders as Saturday, but still a considerable number. Almost all the bikes started within the assigned minute. This ride took us through moderately rugged terrain, but we really didn't care because the scenery of the Turtle Mountains was so beautiful with its cathedral-shaped peaks. The 44.5 mile ride went by quickly. The only bad part of this section was all the 10 and 15 foot drop ditches we kept going into. Very tiring.

At 9:42, we reached Gas Check Five, had our daily supply of tuna sandwiches and beer, and left hoping for a now needed rest. Not to be. For the next 33.0 miles some graduate of the Columbia School of Torture and Engine Destruction forced us over sand dunes, long uphill sand plains, and three of the worst sand hills one could think of. On one of those sand hills I had to push my trusty Jackpiner, nearly causing me to lapse into a coma at the top. This mess continued for everybody, except for me.

My throttle cable broke. Thank goodness for my Mettco quick fix throttle repair kit (Which means wire the gas full-on and use the kill button to slow you down.), which got me going again but very late. I made it in to Gas Check Six, gassed up, and was gone in about two minutes.

Then started what was to become the most thrilling ride so far. As we rode on, all we could see ahead was sand, sand and more sand, It looked like Pismo Beach without all the dune buggies. This sand was very tiring to the arms, which caused a lot of people to crash. Knowing that only 5 to 8 miles were left gave us new hope to finish as close to our minute as possible. So we gassed it with the last remaining strength we had left.

Finally, there it was: the last check and the finish line. What a feeling of relief. Joe Striss, President of URA, told me, as I came in, that he was sorry that there wasn't enough sand. I almost jumped him and pummeled him.

This was one of, if not *the* best laid out, organized and challenging courses I've ridden. In less than two years of promoting enduros, URA has built a reputation of excellently run events. When they say it's easy, it's easy. When they say it's hard, it's hard.

In summary, I would like to thank the Iron Horse Enduro Team for letting me ride with them. Thanks also to IRRC radio crew for a great job in letting my wife know why I was late. Also, especially for the few that got hurt, thanks goes to the Tumbleweeds Four Wheel Drive Club along with Serivce Search and Rescue Team.

Unfortunately, the flip card system was not used because of the two schedules (A and B) so we won't know the results for a couple of weeks.

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How To Become World Motocross Champion in Five Easy Lessons

Try this trick on the starting line and see if you can make the other guys laugh so hard they don't see the flag drop. Actually, conditioning exercises proved difficult and everybody was stiff the next morning.

Story and photos by Alice Rhea

Rolf Tibblin's voice echoed through the gymnasium, "All right, rest for a minute and watch while I show you the next exercise." Dripping sweat and six students enrolled in the first session of the new Husqvarna International Training Center dropped, panting, onto the mats and watched as Rolf demonstrated.

In the event that there are *still* some people who do not know who Rolf Tibblin is, a brief introduction is in order. Thirty-five-year-old Rolf is former three-time World Motocross Champion and is the only man ever to have been champion in both the 250cc and 500cc class, although the feat has been attempted by others. Although Rolf retired from international competition six years ago he still remains active in off road competition, proving his superior ability by winning last year's Mint 400 and Baja 1000. He won the Mint again last year. Further Rolf is not only a superior rider, he is able to translate his actions into words; to show and explain to others to ride well.

Plans to open the training center in early February had to be postponed again and again as rain prevented construction of the building. Determined to open his school as soon as possible, Tibblin contracted the Mira Mar Inn in Oceanside to house his students two per room and with the Oceanside Boys Club for gym and pool use.

Feeling that students will benefit more by riding and training with others whose abilities are roughly equal, Tibblin has decided to keep groups separated, taking beginners one week, intermediate riders another week and advanced or expert riders at yet a different time.

For his first session, which would have to be short due to the Mint, Tibblin elected to accept only riders who were entered in that event, thereby limiting the group to riders whose skill is already recognized. Although many riders who would have liked to come were unable to take more time off work, Mitch Mayes, Terry Clark, Art Knapp and Howard Utsey joined Rolf on the beach early last Monday morning to begin warming up.

Before breakfast Rolf herds his sleepy group down the beach, loosening stiff muscles. He stresses walking for the badly out of shape, working up to jogging and running as the body becomes accustomed to exercise, although he feels that three miles of running will accomplish as much as could be hoped for and that more of this type of exercise is unnecessary.

Art Knapp tried the beach excursion on the first morning but his ankle, badly bruised during the Invaders M.C. Hare and Hound the previous Sunday, was not up to the strain of jogging in the soft sand; although the injury did not prevent him from participating fully in the balance of the day's activities.

After breakfast the group drove across town to the Oceanside Boys Club where they warmed up by playing a rough and tumble game which could only be described as 'Tackle Basketball." There seemed to be no rules to the game other than whose side you were on and at times even that was questionable as the players blocked their own teammates and passed the ball to their opponents. Despite the painful ankle, Art Knapp threw himself into the game with a will. Limping off the floor when Tibblin called quits to the game, Art glanced up, grinnning like an errant schoolboy and said, "You forget about it during the heat of the game."

Serious training began with Rolf demonstrating the first exercise. Nothing was spared this class of experts as Tibblin demonstrated proper methods of strengthening every muscle in their bodies. His own superb physical condition gives mute testimony that Rolf follows this program on a regular basis. Between exercises, while the students gasped for breath and listened in agony to the pounding of their hearts, Rolf bounced about, explaining what came next.

During the next set of exercises, as the students strained to make their bodies obey their wills, Tibblin worked right with them, matching move for move and then some and all the while kept up a running commentary, "One, two, three, stretch those ankles, Terry. Four, five, keep your legs straight," encouraging the group to continue and giving personal attention to each man's weak points; help which is not available in a book. Although there are many books of exercises on the market, as yet no one had devised one which could tell you that those legs, which you believed to be locked in position are actually bent at a forty-five degree angle, nor is there

So Ya Wanna Be an MX Star, Huh Kid?

Assistant director Lars Sterner directs old desert hound Art Knapp in the latter's efforts to learn how to corner. What's he want to corner for, anyway, out in the Mojave? Mitch Mayes and Terry Clark observe with rapt interest.

a machine which will grab your ankles and assist you into a hand stand.

At last the gym session is over and the weary students stumble toward the showers and the heated swimming pool. Tibblin warns that the students must continue to walk until they have stopped perspiring, gradually cooling their bodies and then take a shower using warm, not hot and absolutely not cold, water. They have just gone to a great deal of trouble conditioning their bodies and a cold shower would cost them fifty percent of their gains.

After a refreshing shower the group met for lunch then headed for what they called "the fun part," riding at Carlsbad Raceway.

As demanding on the raceway as he is in the gymnasium, Tibblin laid out a course and had the riders race at the stakes full tilt, grabbing all the brakes they had, sliding forward on the bike, almost stopping then turning and shooting out of the corner. Although these riders are some of the best in District 37, Rolf said all of them had problems with cornering and were hesitant to use the front brake. The confined corner he had laid out forced them to come almost to a complete stop before making the turn which, although not as flashy as a feet-up slide, is the fastest way through sharp turns.

Can even a World Motocross Champion have anything to teach riders such as these; Terry Clark, 1972's Number One Trailbiker; Mitch Mayes, 1972 Number Two Trailbiker and currently in hot contention for the Number One Heavyweight crown in the desert; Art Knapp, 1973 District 37 Number One and Howard Utsey, former Daytona winner?

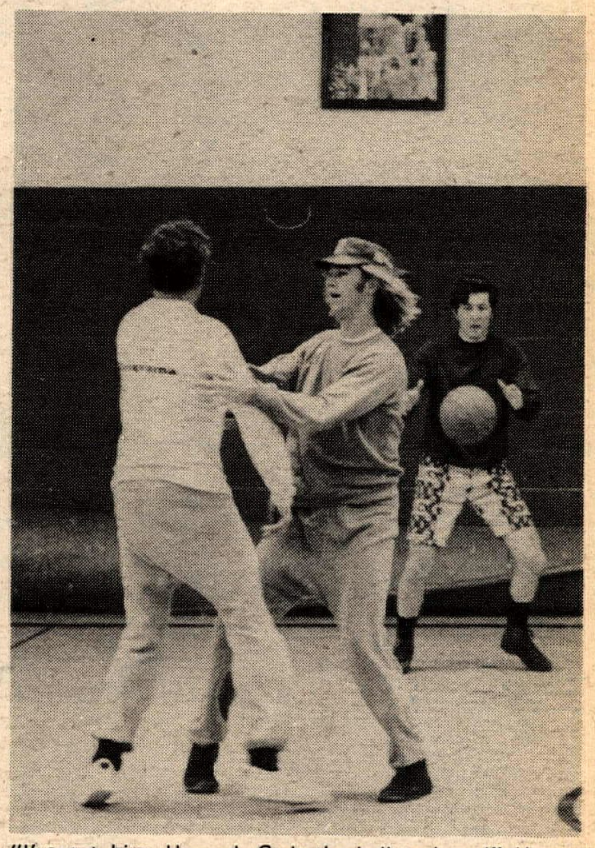
"There isn't much I can teach Terry," Rolf admitted. "He is very talented; perhaps good enough to beat the Europeans in one or two years. He has come a long way by himself." Terry said that in just the two days he had been at the school he had, "Picked up several pointers that will help me," and in heavy competition, where races are often won by mere inches, a rider must do everything he can to get and stay in front. The others felt they had learned a great deal.

Although there was an easy camaraderie between the coach and students and laughter mingled with the grunts and groans during the session in the gymnasium there was no denying that Rolf Tibblin is a demanding teacher. The students, far from resenting the discipline imposed, agreed that it was tough but each of them understood that the hard work was necessary to get in shape. Terry Clark, perhaps a future World Champion, said, "Sure it is a lot of work, but all the really good riders have fitness programs and practice constantly and if you want to be able to keep up with them you have to do it."

With the Mint out of the way classes will begin regular sessions of five days per class. Until the new building is completed students will be housed at the Mira Mar Inn and use the gymnasium and pool at the Boys Club. Anyone may attend the school and the $145 admission includes two-per-room lodging and three meals a day. Students must furnish exercise and riding clothing, their own bikes and tools, although there will be a few Husqvarnas for rent.

Sessions for riders less experienced than those we followed through the first session will be taught how to maintain their bikes, riding skills and safety during the five day session. "I will not teach students how to competely rebuild their machine," Rolf said, "But I hope to impress upon them how important preparation is and show them how to make riding safer, faster, less tiring and more enjoyable."

Perhaps with the assistance of the International Training Center the next World Motocross Champion will be an American.



"I've got him, Howard. Grab the ball and run!" Howard Utsey was embarrassed about losing his pants but managed to triumph in tackle basketball, anyhow.

Nothing New at Victors' H&H: Brooks, Knebel, Fishback

by Alice Rhea

CALIFORNIA CITY, CAL., Apr. 15, 1973 — Remember gaping in open-mouthed wonder when Jeff Wright won the Moose Run on his tiny 175cc Puch? Remember how everybody thought Tom Brooks must have cut course because no 125 DKW could possibly take first overall? And now it has become so accepted that nobody even asks who took first, just who got second.

Tom Brooks did it again today, although for a while he fell asleep so Jim Fishback (CZ) and Mark Adent (DKW) were right in there battling for the lead. Fishback did a big number, knarffed his helmet and rattled his cage, which put him back a ways for a while and Adent just plain got tired while the faster Brooks ran off from them again.

The surprise of the day was seeing Jack Knebel, after months of bad finishes (One you have been first, anything less is a bad finish.) come sliding around the corner into the finish line on his rear wheel all crossed up. The style looked like Jim Fishback when he is feeling exceptionally good, and many spectators thought it was Fishback, CZ and all, but by golly, it was Ol' Jack, taking first Heavyweight.

Fishback sat on the ground for a while after his get-off and pondered the wisdom of motorcycle racing while he gingerly prodded his throbbing hand to see if there were any bones sticking out. Find nothing obviously broken, Fishback remounted and rode in to take third overall and first 250 Expert, with Adent not too far behind.

Larry Roeseler rode his Harley Baja in and casually asked who won the Trail class, and when specators said he was first, Larry replied, "Who, me?"

Seems Cordis Brooks (DKW) and Bruce Ogilvie had both been ahead of him and had followed the dust and yellow ribbon down the wash off the dry lake just after the pits. Brooks had bike trouble and by the time Ogilvie realized his mistake and got back on course, Roseler had the lead. Bruce didn't really lose anything, though; he still got second Trail Expert.

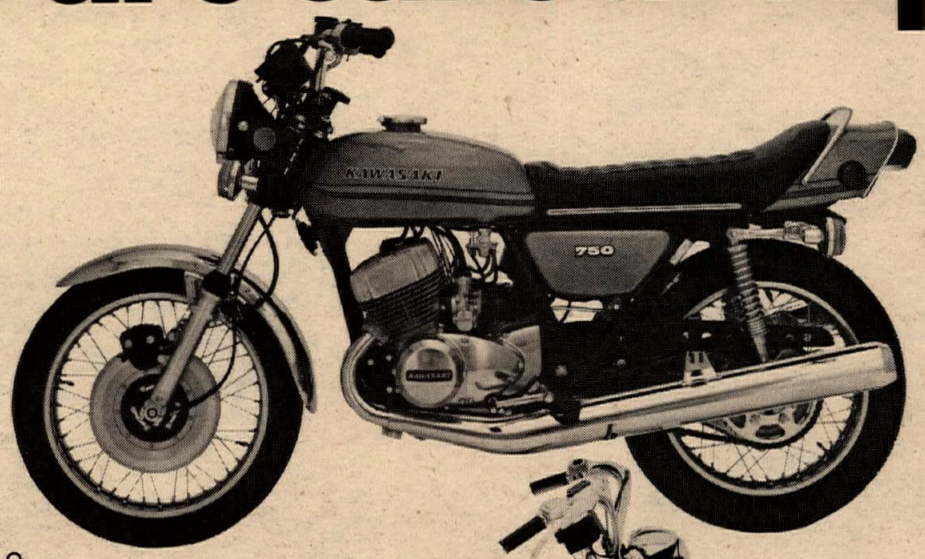
The real race of the day was between Sharon Rosenauer (Suz) and Sandy Termin (Pen) as those two ladies battled it out from start to finish, with Sharon in the lead when it counted. Much as the girls like to finish well overall, more important to them is how they do compared to the other girls. Having the rare chance to get in there and race with another girl is really where it's at.

The reason this is so short is that I took last week off and forgot how to do a desert story. Next week should be better. Photos on Page 38.

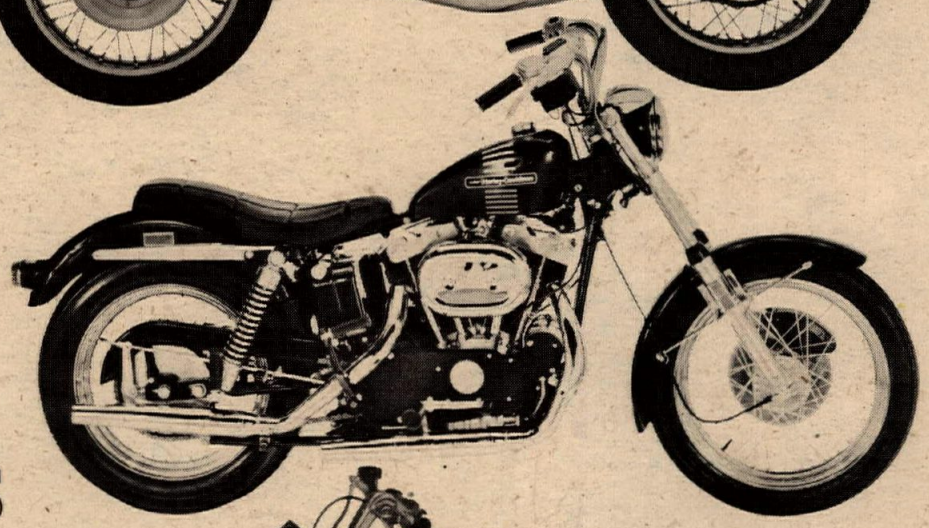
VICTORS' HARE & HOUND
California City, Calif.
April 15, 1973
by Alice Rhea

OVERALL	
Tom Brooks	DKW
Jack Knebel	CZ
Mark Adent	DKW
A.C. Bakken	Hus
Tom Smith	Yam
Brian Brecker	CZ
Bill Bogner	Suz
Larry Pfutzenreuter	Bul
Morris Norman	Hus
Doug Winchell	Yam
Larry Roeseler	Baj
1st Trail	
Mark Steel	Bul
Jerry Kindsvogle	Yam
Wayne Garrett	Yam
Rick Owen	Yam
Art Knapp	Hus
Steve Holladay	Yam
Bruce Ogilvie	Baj
2nd Trail Ex	
Don Drewitz	Hus

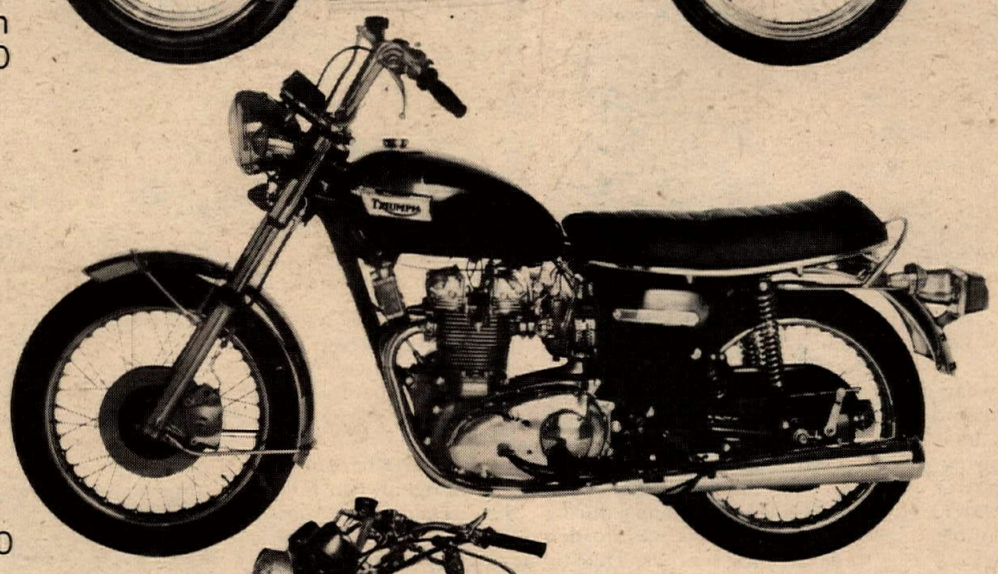
These are called "superbikes."



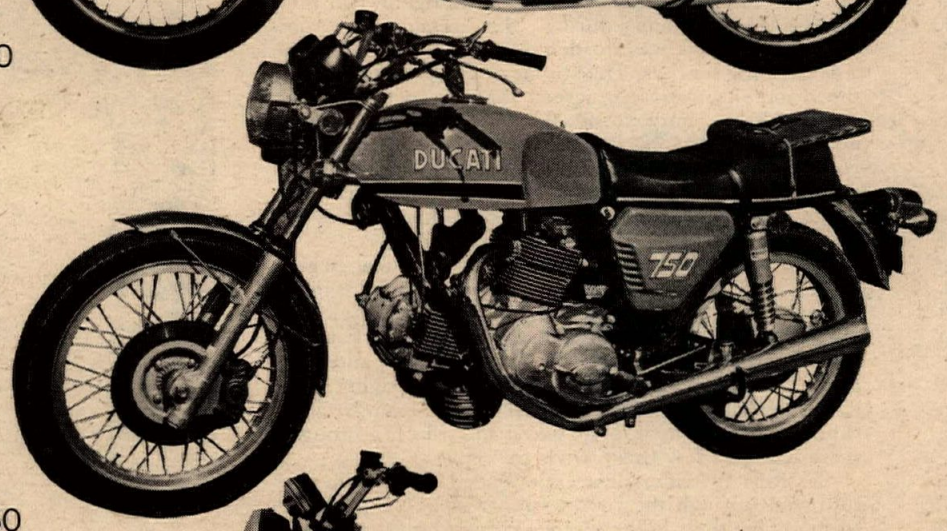
Kawasaki 750 H-2



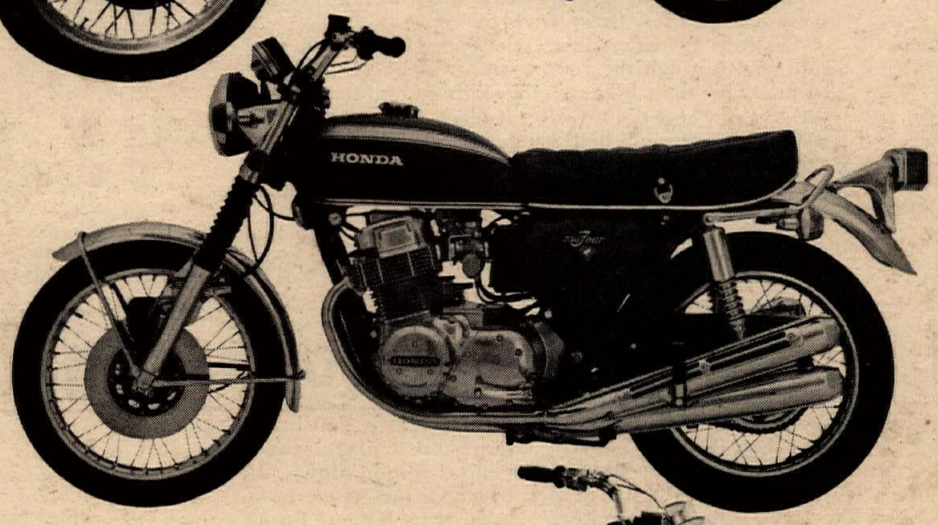
Harley-Davidson
Sportster 1000



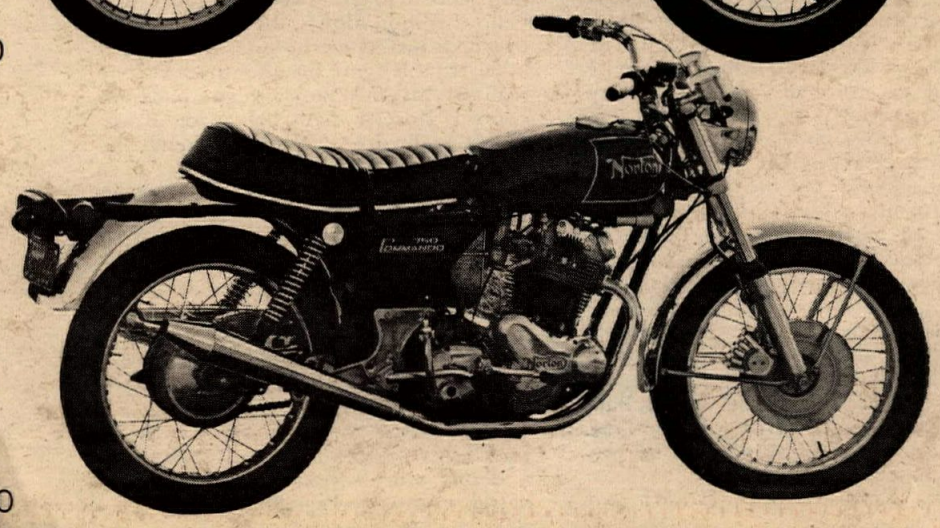
Triumph 750



Ducati 750

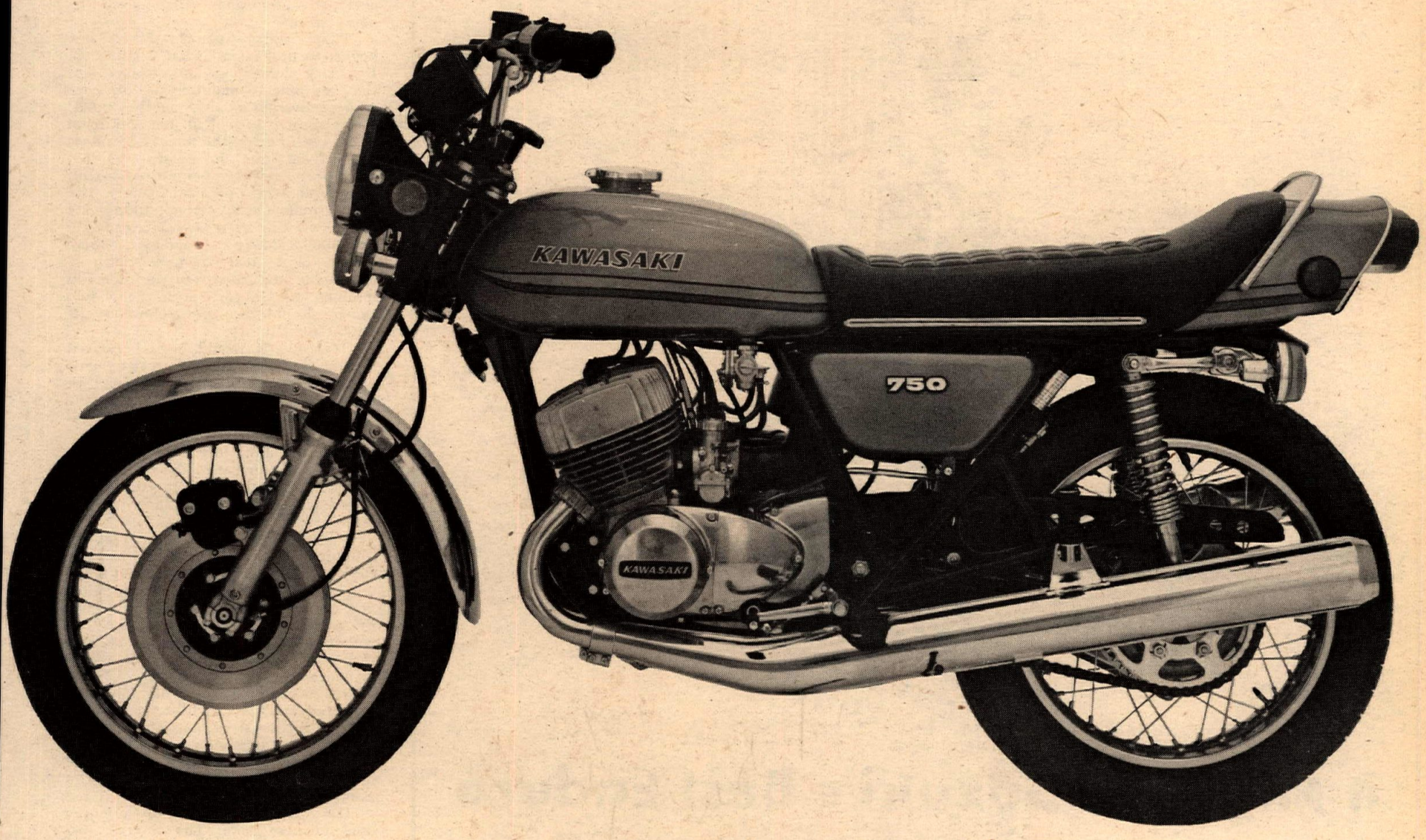


Honda CB-750



Norton 750

This one deserves the name.



Superbikes. The big ones. The performers.

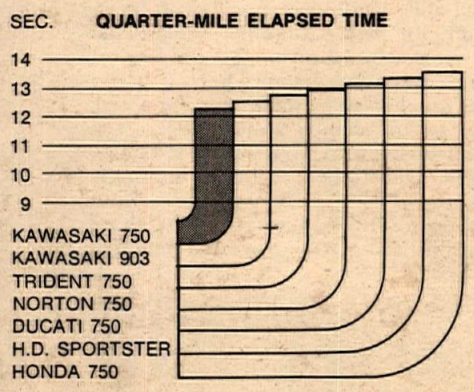
Cycle magazine tested them, and published the results in December. In every test, the Kawasaki 750 H-2 outperformed the other manufacturers' big bikes. The results are below.

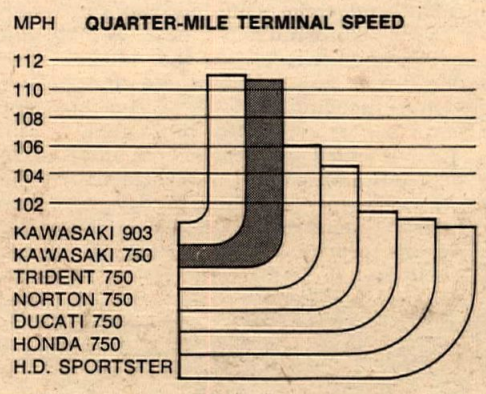
The H-2 is faster in the quarter. Faster in the mile. Has more braking power. Fewer pounds per horsepower. Lowest price. And gives the most performance for the dollar. The H-2 also had the highest torque and horsepower. (The only bike that came close to the H-2 was another Kawasaki.)

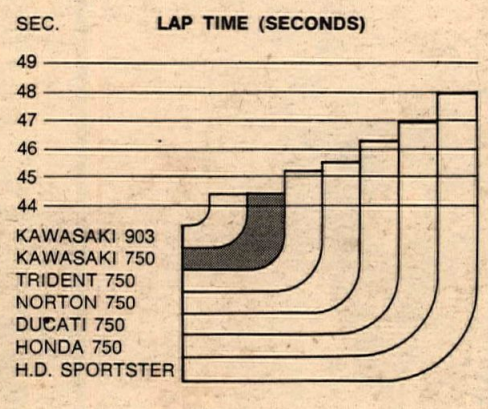
When you're buying a bike, you look for a lot of things. But when you're buying a superbike, you look for power and performance. You look for a machine that lives up to its name.

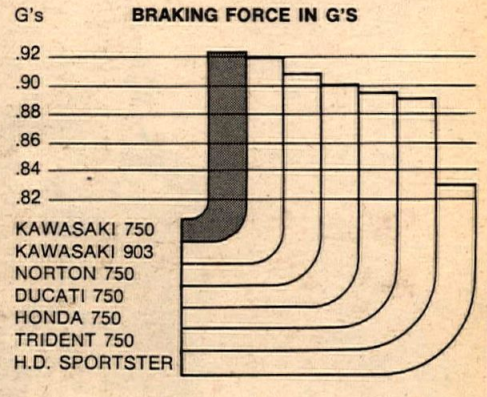
Kawasaki 750 H-2.

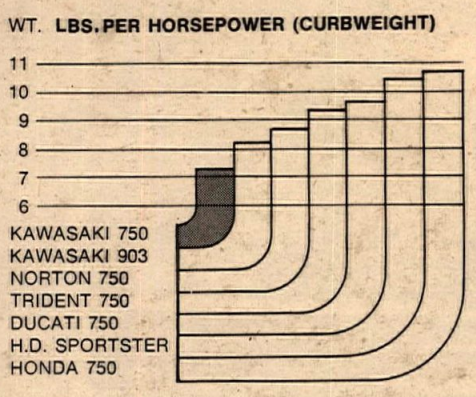
The superbike that deserves the name.

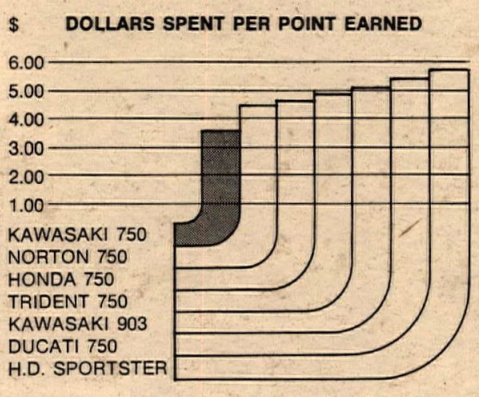


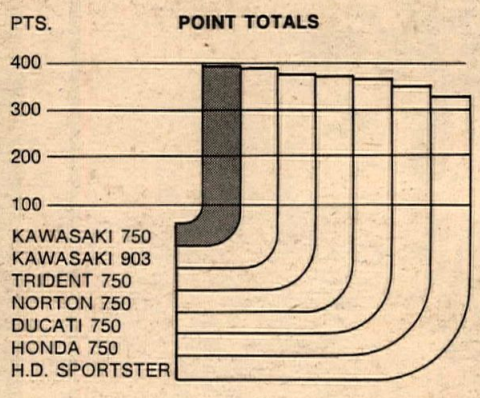


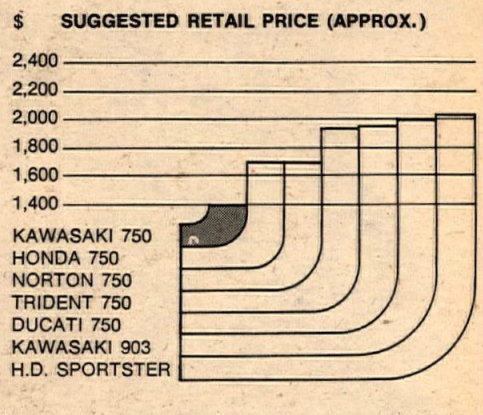








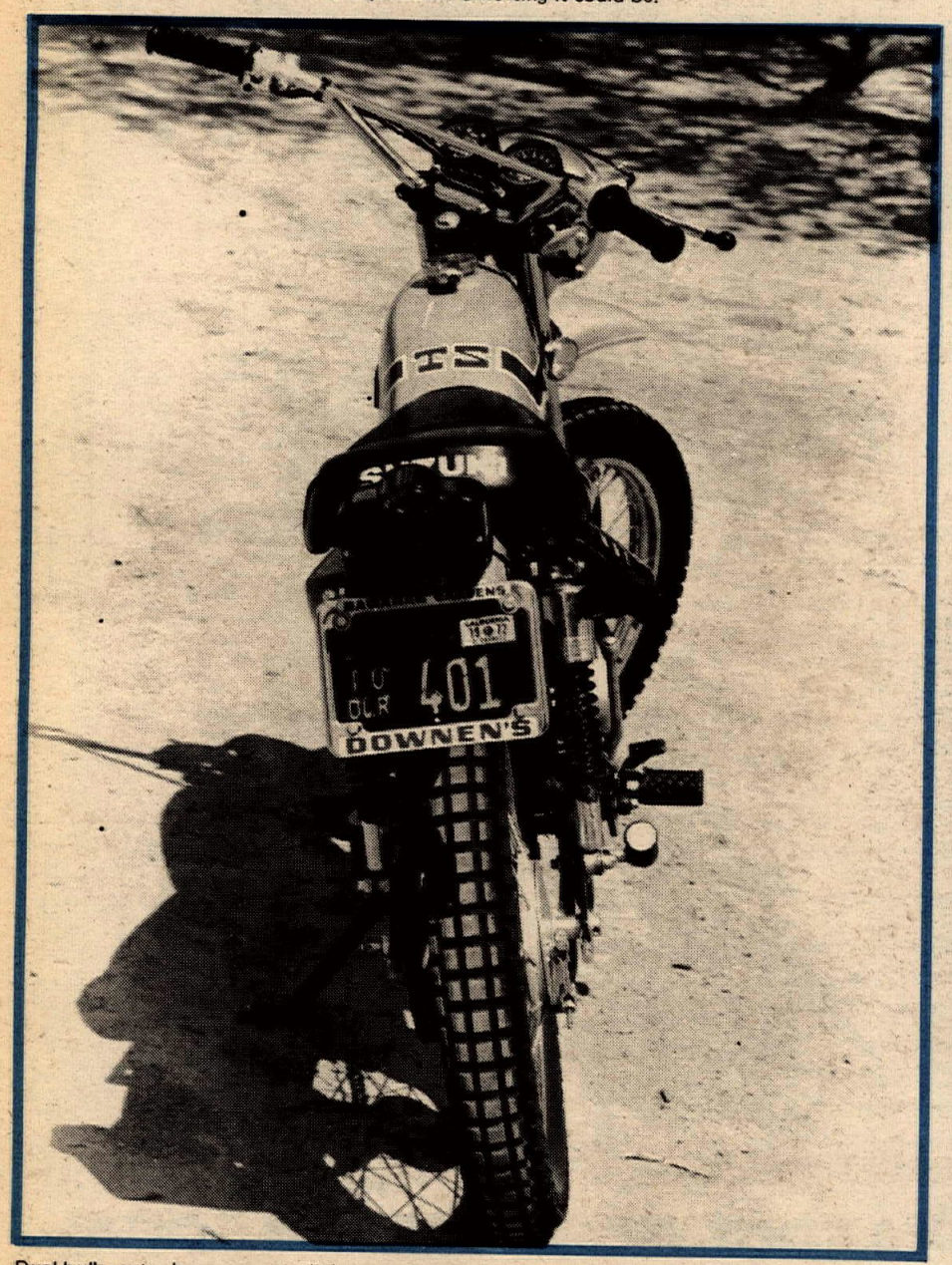




Kawasaki 750 H-2 The superbike that deserves the name.

It Might Be Suzuki's Best Enduro

Lofting the front wheel was never a problem. Unlofting it could be.



Dual bulb, extra large, monster light, and attractive paint scheme.

by the CN Staff

It is a point of consternation why Suzuki builds motorcycles of the displacement that they do. They build a 550 and a 380 triple, which defy categorization. They they build a 185 which is closer to a 175 than a 200 but of course gets classed as a 200.

It at first seemed logical to assume that it was a production economy measure. Sure, three 125s add up to about 380 and three 185s add up to about 550. Unfortunately, bore and stroke measurements of the individual cylinders throw any possibility of that approach to the wind.

One person around here thinks that they just designed and engineered the way they felt and ignored displacement categories. Except, it's hard to define any logical progression of bore/stroke relationship through the line of triples, and obviously the 750 three is, to a large extent, one and a half 500s.

The only clean-cut, rational explanation of their displacement choices comes when you notice that each is a proportional amount larger than the motorcycles that they compete with in sales. The 550 gets a 50cc advantage over the Kawasaki and the Honda. The 380 gets 30cc (at least) over all the 350 class machines. And the 185 gets an additional 10cc over its competition.

When riding Suzuki's bikes, one begins to understand what is going on. By using slightly greater displacement they are able to maintain performance while delivering a fairly mildly tuned, docile motor. Even with ten additional cubic centimeters, the Suzuki 185 does not deliver quite the horsepower that some of its trailbike competitors do, but it delivers it in a pleasant manner. The motor pulls cleanly from 3000 RPM and is working at most of its capacity by 4000 RPM. It's a tractable trailbike motor, and it's tractable with a reasonably low amount of vibration and minimal mechanical clatter. These two things should also be a hint of its potential reliability.

However, it would have behooved Suzuki to make the 185 Sierra's exhaust note a bit quieter. It is as quiet or maybe a little quieter than the Yamaha or Kawasaki 175, but if it was significantly quieter, civility could be a mark and calling card for the Sierra. Silence, combined with the unobtrusive manner in which the motor works, would add up to an exceedingly tranquil trailbike.

I keep calling the Sierra a trailbike, because that's really what it is. For street use, it is acceptable and not much more. Claimed horsepower would allow one to venture onto the freeway, but the speed really does not. The 185 would show 70 MPH on its speedo and very extenuating circumstances would be necessary to produce more.

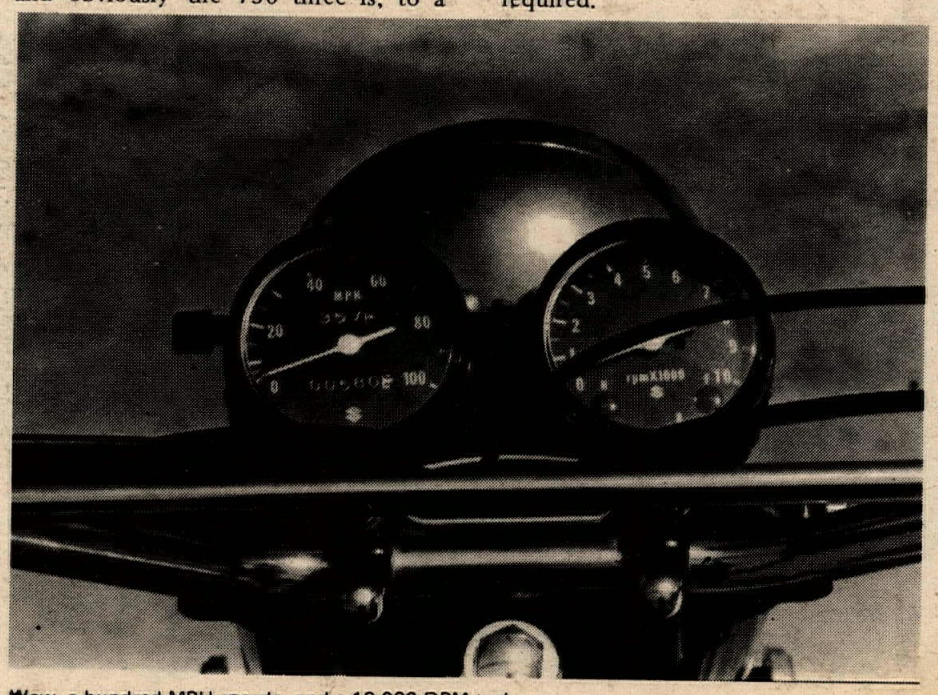
Street handling was what might be expected from a dirt bike. It was just fine for getting from place to place, but steering characteristics never inspired one towards bravado. As expected, the brakes were adequate, but lock up on asphalt was not a possibility.

The Suzuki shines as a dirt-oriented dual purpose bike. The Sierra's dirt manners are suprisingly good. Unlike its Japanese brethren it does not become unruly when pushed hard in the dirt. Its slow speed manners would not distinguish it from the others, but its high speed manners do.

Pushed out to its limits (on the trials universal tires) the Suzuki steers easily and is suprisingly stable. Seat height on the 185 is low, and it's easy to make the bike work the way you want it to. Not suprisingly it feels a lot like a 125 with some additional horsepower. Unlike some of its competitors, the additional power doesn't confuse the chassis unduly. The Sierra is surprisingly stable bumping into or out of turns.

Surprising, because this situation seems to confuse many other trail bikes.

The Sierra has 52 inches of deceiving wheelbase. Deceiving because it feels shorter. In two situations the Suzuki even feels a bit shorthauled. In first or second gears the front wheel will rise more quickly than might be expected, and it's a bit snappy about sliding. The front wheel problem is an easy one to become accustomed to, as it is mostly caused by preconceptions about Japanese trailbikes. We expected to have to gas it and yank. Not that much is required.



Wow, a hundred MPH speedo, and a 10,000 RPM tach.

Suzuki 185K Sierra

The handling is civil and inviting of playfulness.

SPECIALFICATIONS

Engine	2-stroke single
Disp	183cc
Compression	6.7/1
Carb	24mm
Ign	Electronic
Trans	5 speed
Wheelbase	52.6 in.
Length	79.1 in.
Grnd. Clrnce	9.4 in.
Tires	3.00x19 3.50x18
Fork travel	5.7 in.
Fuel tank	1.8 gal.
Oil tank	2.3 pts.
Warr	12mo/12,000

What the 185 needs is a 21 inch front wheel. Our suspicion is that the added inches would stabilize sliding a great deal, and would help the front wheel contend with obstacles. The forks work well enough for trail purposes and some occasional high speed stuff. They deliver a comfortable ride and unless you turn the bike into a racer they will be up to the task. The rear shocks work just adequately and if you do extensive dirt riding (enduros, for instance) you might want to replace them.

One reason you might want some more comfortable shocks is that the seat is too hard. Walk up to the bike and lay a hand on the seat. It feels marvelous. Sit on it and it feels like you just sank to the fender. It could use more layers of padding under the initial soft layer.

Today, the middle of 1973, even the Japanese can't get away without supplying the proper dirt type accessories. The Suzuki fares well on most counts for detailing. It comes with plastic fenders which might be called durable, but not unbreakable. The engine tucks in well behind the bash plate. It gets a non-full width rear hub, though it isn't full floating.

The speedo has a resettable trip odometer, and the bike comes with a tach which you can remove to save weight. (It would take an extraordinary effort to over-rev the 185.) Grips are in the better-than-some, worse-than-some category, and the bars are a bit narrow. The pegs are rubber covered (as they should be for street use) and get slippery when wet (or frosty?). Waterproofing seemed good when the Suzuki did a few amphibious landings.

The headlight and taillight assemblies are monstrous. The light produced is in proportion to their size. For the exclusive dirt rider there is lots of weight available for stripping off. A couple of other niceties are the miserly oil injection lubrication system and the pointless electronic ignition. During the test the two banded together to provide easy starting and zero plug problems.

The Suzuki 185 Sierra could go a long way toward being a Japanese version of a Bultaco Alpina. If Suzuki was to give the Sierra another 15cc and make it whisper quiet, like the Alpina, it would stand far ahead of its competition.

Even so, in our opinion, the 185 is the best enduro bike that Suzuki offers and if you're more concerned with handling than speed, it might be the best in its class.

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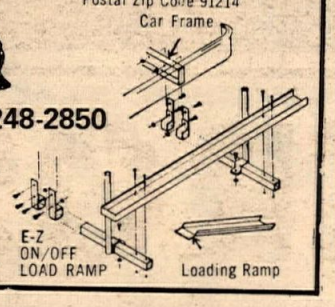

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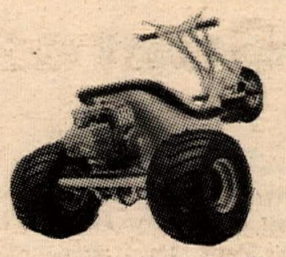

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CMC North at Livermore

by Steve Castillo
Photo by Gary Callister

LIVERMORE, CAL., Mar. 18, 1973 — Russ Powell, the guy nobody notices, got noticed today. Famous for his come from behind riding style, he came all the way to the front to take the Open Senior event at Carnegie Cycle Park.

Things were hardly easy for Russ as he had to contend with a strong Maico contigent from Trophy Cycles including Scott (Wimpey) Griffin and Jim Shrier.

Powell took his Marin Motosports Husky to a win with Shrier (Mai) second and Scott Griffin, third.

Henry Halbach had things pretty much to himself in the 250 Senior as he dominated both motos on his Grand Prix Cycles' CZ. Parry Klasson (CZ) provided good racing, taking a second with Jim Turner (CZ) third.

Ron Self sure looked impressive on his new Suzuki 125 Challenger. Ron walked away from the rest of the field. Bob Willis, astride the Grand Prix Cycles' Penton, took second with consistent riding. Jack Keise (Bul) came up from San Luis Obispo to take third.

One Junior race that provided good action was the 250 Junior Div. I. Marchbank was not contnet with second, so coming down the big hill, side by side with Dave Robison (CZ); their bikes banged together and Marchbank moved to take the win. Robinson netted third overall.

Scott Griffin, apparent relative of Whimpey Griffin, took second in the Open Senior on a Maico, at Livermore.

Spillway MX

by Mike Anderson

SANTA MARIA, CAL., Mar. 11, 1973 — Rick Long finally did it! Living up to everyone's expectations, Rick Long (Yam) took the 250 Expert class at Spillway Park but he didn't do it without a battle. Brett Yager (Bul) of Pismo Beach looked like he was going to win going into the last moto. Yager jumped into the lead of the first moto and held it to the flag with Stan Clay (Mai) second and Rick Long third.

In the second moto Rick edged out Yager for first with Yager taking second and Clay again third. The third moto disaster struck, Yager's bike ran sour. Needless to say, Long went on to win. Clay took second and Yager still got third.

The outcome of the Open Experts was as much as a surprise to the riders as it was to the spectators. David Czerwinski (Mai) and Sherman Schneller (CZ), both in their first formal Expert race on Open bikes, ran 1-2 all three motos excepting for Schneller who crashed in the last moto. Czerwinski jumped into the lead of all three moto's and would be passed by Sherman and then in turn would be passed back. Czerwinski ended up first with Sherman and Joe Cushaway (CZ) third.

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The National Papers

by Bob F. Read

The opening race at Ascot last week may be too soon to establish a guideline for the latest group of new Experts and Juniors but riders such as Randy Scott, Tom Norton, Dan White and Denny Kanegae in the Expert class and Juniors John Gennai, Rick Hocking, Danny Hockie and Rob Morrison all showed they are ready to back up the many talented riders from the West that will be traveling to various parts of the country this season.

Gennai and Hocking grabbed most of the wins and clippings last year as Novices. They had the ability and the horsepower while Hockie and Morrison just had the ability. The four Juniors all look even now, which is going to make for a loaded Junior class if one or two more can pop up in the coming weeks.

The opening race at San Jose last Sunday will be the only Half-mile run there before the National Half-mile on May 20th. A good crowd and a good track made for a good show. Ascot will host a "Regional" $3,000 guaranteed purse Half-mile the Friday night before the San Jose National, giving the West two big ones on the same weekend for the traveling professionals. San Jose will have a $12,000 National purse, plus another $9,000 in contingency.

Triumph did not have their new 750 twins ready for the opening weekend but will unveil them soon at one of the now weekly Ascot Half-mile events and have them sorted for San Jose time. Reports indicate an honest, repeat, honest 70 horsepower.

It was a rough opening weekend for Scott Brelsford, riding his first time as an Expert at both Ascot and San Jose. The nation's Number One Junior in '72 failed to gain a transfer spot at Ascot, running sixth in a ten man heat. At San Jose, Dave Aldana gave him one of his famous pushers in the heat and again the young talented rider saw the Main from the pits.

On the good news for the Brelsford brothers, Mark is home now and up and around. The knee injury was not as serious as first reported and the leg has only a light cast on it. The hand has been operated on and Mark is now saying he will perhaps be ready to race by the San Jose opener on May 20th.

Paul Smart has joined the AMA this year and will be eligible to receive national points. Last year he did not join and it cost him nearly $3,000 in point fund money. Both Smart and his Suzuki teammate, Geoff Perry from New Zealand will ride all nine AMA National road races this year. Perry does not have the AMA license. Geoff works for Air-New Zealand and will fly over each time there is a National road race. By working for the right company he can fly round trip for only $100.

Remember how many times you have seen posters or flyers advertising a trophy, or amateur, race using action pictures of some of the top professional riders?

Now there is a new and latest twist only in reverse. We got one in the mail the other day telling all about the 19th Annual Northwest TT Championship at Boise, Idaho. It gave times, dates, purses and all the other good information – and then had a picture of Cal Rayborn on his road racer!! Maybe some photographer could loan the Boise boys an action TT shot from anyone of those previous eighteen years of racing.

Boise is Mert Lawwill's hometown. The only time Mert ever won the event, and he has competed in most of them, he went there with his self-built and tuned Harley but blew it in practice. A hurried trip downtown to one of his dealer friends produced an old, well-used and dusty BSA 650 twin. Mert won the race.

At the recent Daytona AMA awards night Western Regional AMA Referee "Chub" Kellam won the "Referee of the Year" award for the second straight time. But for the first time ever the riders voted who they thought was the best of the three regions. It is an honor well deserved when it comes from the people you have to work with and often times have to go against. Duke Pennell from Ohio earned the "Starter of the Year" award.

It was reported that the Suzuki camp was so happy with their long awaited National win at Dallas that after the victory party it required three train barrels just to haul away the corks from the champagne bottles. A truck was hired to tow away the glass.

Kawasaki scratcher Yvon DuHamel took his first stock car ride on April 8th in a NASCAR event in North Carolina. The announcer kept saying how impressed everybody was with his first time drive. Car people never seem to accept the fact that if a person comes from two wheels and then to four he is going to do good. Yvon spun the car only once and did not fall out on a single occasion. A good first time job by a guy that knows only how to turn up the wick all the way, no matter what.

DuHamel, Smart, Kel Carruthers and Gary Fisher are just a few of the riders that will be road racing in Italy at the Imola 200 on the 16th and then going on to England for three races in four days in the month. Now that Smart has an AMA license he will be classed as an "American", having to get permission from the AMA each time he wants to race a non-AMA event.

Badger Racing Association, the small, compact, and well-run organization in the Midwest, has sent out the first draft of their '73 Half-and Quarter-mile schedule. It calls for over forty races this year, starting in early May and ending in Mid-Sptember.

Unlike AMA, there is no Novice, Junior or Expert classes. Badger only races lightweights and 750's. A rider takes his choice at each event and cannot race in both classes the same day. For information about the schedule write: Box 233, Excelsior, Minnesota 55331. All the purse money is in the two finals.

Car papers keep reporting that Gene Romero will soon be driving in Can-Am and Trans-Am events. No reports from Romero on this one. Another report says former Number One is going to get married before the season is over.

Reports also have it that Tom Rockwood and Terry Dorsch have signed a full season sponsorship with a major motorcycle racing oil company. The total could be in the six figure class. If true, it could be the first major breakthrough in cycle racing for a non-motorcycle distributor company finally getting into the act. I will try and follow up on this in a later column.

Ascot is picking up the Junior invitational idea for Nationals and the spot TT races running there may be the guidelines for Juniors to be eligible to run at the July National TT.

The new Expert-only program and payoff for all dirt Nationals this year is gaining a lot of good words from the Experts at recent events. The original payoff has been slightly revised by the AMA and looks better than ever. If a Junior invitational is run along with a National it will be for a separate purse put up by the promoter.

The new shorter road race format was used for the first time by the AMA at Dallas to put the "Race" back into road racing. It's a good one and it is going to get better. At Dallas, slow riders were actually eliminated in the Semi for the first time. The result was better Main event racing and fewer hazards on the track. There was also less lapping of the slower riders. The next time out for the new program will be at Road Atlanta on June 2-3.

The next column will have information as to how one promoter has come up with a sure-fire idea to pull a capacity crowd for a coming Half-mile event. It is an idea that puts money in the rider's pocket as well as the promoter's. It sounds like a winner.

Here's Dirt. . . IN YOUR EAR

by Alice Rhea

FOR GIRLS ONLY

Rolf Tibblin has consented to hold a "Girls Only" session at his International Training Center in Carlsbad if enough sign up. The class will be either the last week in April or the first week of May. That will give you enough time to round up babysitters and rake up the cash.

Upon completion of the course you should be able to do minor repairs on your bike, ride as well as most men and be strong enough to carry your bike if it breaks down. I would really like to go, so come on, call him. (714) 292-0670.

* * *

HERE WE GO AGAIN

Cactus Cats M.C. have refused to pay the $1 use fee for their January 21 race. If you recall, the race was held to raise funds for El Cajon M.C. in their battle with BLM over the legality of the fee. El Cajon M.C. was forced to compromise but Cactus Cats say they are going to make a test case out of their Jan. 21 race. They believe they have prepared carefully enough so the *only* question will be the fee; not whether we have destroyed the puckerbushes. Cactus Cats M.C. hopes they have the backing of all the riders in this and surrounding districts, but said they will press the issue with or without the support of the AMA or District 37 Board of Directors.

* * *

DESERT CREATURES

The desert creatures are coming out of hibernation and I would like to remind you not to pester them. The desert turtle (tortise to you zoology freaks) is rapidly disappearing from our desert and if you take one home he will probably die – not to mention the fine of $500 if you get caught.

I've only seen one Horned Toad in the last two years and some kid was trying to put him (her?) in a jar. You parents might remind your children that all those little creatures have families who are expecting them home for dinner.

* * *

Jim Davis, sidehack pilot and freelance entrepreneur, rides with 28 pounds of Jim Davis Motosport protective equipment which he says keeps him safe from body odor (I doubt that one!) lordosis, all forms of lyncanthorpists, demons, evil spells and vampire bats. He also says it hurts less when he falls off.

* * *

The vitamin controversy rages with the FDA threatening to take vitamins off the market, and even nutrition experts can't agree on how many of which vitamins are good for you but on the grass roots level (pucker bush level to us desert freaks) health is IN. Motorcycling now has its own vitamin A, E and C in "Whoop-de-chews." The first time I saw a bottle of these it was in one racers helmet bag and I really cracked up. Now you can't laugh any more because everybody is taking them. It could be they work, or it could be because they taste like "Sweet Tarts" candy.

* * *

Every once in a while somebody asks me to mention something in my column, like reminders to leave turtles alone or to take trash home, etc., but this last is the strangest request I've ever heard.

Kookie approached me after a race and said he would like to speak to me privately. Blushing furiously the famous pup told me that with all his fame and glory he is lonesome. Sure, John and Lonnie love him, but this isn't the same.

What Kookie needs is a doggie of his own to love and being famous, why, he can't just go out and pick up some young lovely; he has his career to think of and his image. So he asked if I might make a discreet mention to some of the young lady dogs of my acquaintance.

The lady should be 25 to 30 pounds, brown, short hair and a mongrel, although he would consider a pedigreed lady. Object: Matrimony. Offspring will be raffled off and proceeds given to Rescue 3, according to John McCowan, Kookie's manager. If you are a young lady dog and would be interested in meeting this handsome, internationally famous wonder dog and perhaps becoming the mother of his first litter, call John (213) 567-5697. (Am I gonna be a godmother?)

* * *

VIEWFINDER

6th ANNUAL GRAND PRIX

June 30th and July 1st

Indian Dunes Park, Valencia Calif

Entries Open May 1st
Close June 15th
$10 Mail; $25 Post
$10 Mail includes 1 rider and 1 guest

Send all entries to:
Viewfinders Grand Prix
17265 Westbury Drive
Granada Hills, Calif 91344

Infor call:
805-259-1008 or 213-360-0827

Rescue — 3 Rest Rooms — Concessions — Spectator Fee $3.00

SATURDAY JUNE 30th
8:00 100-Novice, Amateur, Expert (Run 2 hrs)
10:00 175-Novice, Amateur, Expert (Run 2 hrs)
12:00 Powder Puff (Run 1 hr)
1:00 250-Novice (Run 2 hrs)

SUNDAY JULY 1st
8:00 Special Mini Cycle Class (1 hr)
9:00 250 Amateur, Expert (Run 2 hrs)
11:00 Oldtimers (Run 1 hr)
12:00 Sidehacks (Run 1hr)
1:00 350, 500, 650 (All classes run 2 hr)

Dist. 37 entry blanks ok AMA Sanctioned Dist. 37 points, Desert, MX, Scrambles. *Bikes started in rows of 15. 5 seconds apart. Earliest post mark determines starting position.

All new 6 mile course. Water, asphalt, hills. Super Big Trophies, Participation pins and decals. Contingency Prizes

Professional

PACIFIC AMA MOTO-X

INTERNATIONAL & TRANS-AMA QUALIFYING PROGRAM····$1,800⁰⁰ PURSE

The nation's foremost professional riders in the qualifying series that will select the very best to run against the champions of Europe!

SUNDAY APRIL 22

CARNEGIE CYCLE PARK

EAST OF LIVERMORE ON TESLA ROAD
WEST OF FREEWAY 580 ON CORRAL HOLLOW RD

250 & 500cc
RACING AT 1:00p.m.
SIGNUP 7 to 9a.m.
RAIN OR SHINE

Adults $4⁰⁰
12 to 16 $2⁰⁰
Under 12 FREE

FOR INFO. CALL
(415) 581-1256
Thurs. thru Sun. call
(415) 447-9027

MOTO-X SCHOOL
by RON SELF & WIMPIE GRIFFIN
SAT., APRIL 21
2 to 4 P.M.
Learn the proper set-up and riding "tricks of the trade" to be a winner!
$10.00 Registration Fee
For info. call Ron Self at Trophy Cycles (415) 941-7312

CYCLE SWAP-O-RAMA

THE LARGEST MOTORCYCLE PARTS AND ACCESSORY SWAP MEET IN THE WORLD

THE PLACE: **THE NEW PRODUCTS PAVILLION OF THE ORANGE COUNTY FAIRGROUNDS**

THE TIME: **FRIDAY, APRIL 27 FROM 5 P.M. to MIDNIGHT**
OPENING NIGHT OF THE 1973 SPEEDWAY SEASON

BUYERS, SELLERS, AND BROWSERS COME DOWN AND SEE REAL BARGAINS AND REAL DEALS ON ALL TYPES OF BIKE EQUIPMENT

FOR FURTHER INFORMATION CALL (714) 637-1835

REVELL POWER

WATCH WINNING REVELL TEAM RIDERS

JOHN PFEIFFER 250 intermediate winner 5 out of last 7 starts.

JIMMY BAUER 250 intermediate winner Can-AM Series.

JUANA MADRED powder puff winner 3 our of last 4 starts.

JED STRANGE 125 intermediate finished in the top 3 last 4 starts.

LYNN STOKEY new team member senior pro 250 and open class.

"If it's slow we will make it fast"

"If it's fast we will make it fly"

Call about racer's package

Custom chambers-porting is our specialty

REVELL'S TWO-STROKE, LTD.
8135 San Fernando Rd., Sun Valley
Hrs. 10 a.m. — 8 p.m. (213) 768-6970

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call 714/252-2070.

EVERY SUNDAY

Motocross Seaview Cycle Park, Salton Sea, Calif. From Indio take Hwy 111 toward north shore; left on Cleveland St. All classes enter $4.00; watch $1.50. 2 ft. super gold. Free Camping. Info: 714-347-3185.

EVERY SUNDAY

Motocross racing at Arroyo Cycle Park. Gates opens 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

EVERY SUNDAY

CRA Motocross at De Anza Cycle Park 10 Miles East of Riverside on U.S. 60 – Take Theodore Off-ramp. All classes including Minis. Sign 7, practice 8, race 9. $2 gate, $4 race. Minimum 33% trophies. CRA Information (714) 849-8481.

USMRC EVERY FRI. NIGHT

El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

NATIONWIDE CALENDAR

April 15

AMA NATIONAL ENDURO, Toledo, Ohio. 100 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Bloomington, Indiana. $?,000

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Santa Maria, Cal. $1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Butler, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Livermore, Cal. $1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATIONAL ROADRACE, Ontario, Cal. $25,000 purse.

AMA NATIONAL MOTOCROSS, Hialeah, La. $5,000 purse.

AMA NATIONAL MOTOCROSS, New Orleans, La. $5,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

HALF-MILE, San Jose, Cal. $12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

TUESDAY, APRIL 17

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 18

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

SPEEDWAY, Kern County Frgrnds., Bakersfield, Cal. Start 8 pm. Pray that it doesn't rain.

INTERNATIONAL CUSTOM CAR & BIKE SHOW, LA Sports Arena. Runs through the 22nd.

FRIDAY, APRIL 20

AMA PRO TT, 13500 SE Lawnfield Rd., Clackamas, Ore., 97015. Sign: 6:30, race: 8. $1,500 purse. OSMC. 659-1022.

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

April 21 & 22

EUROPEAN SCRAMBLES, Sand Sailors MC, 145 E. & Ave. J, limed. Sign: 8, race: 10. 30% trophies and finisher pins. 805/948-4908.

SRA DUAL MEET, An enduro on Sat. from Cal. City to Ridgecrest, party, then hare and hound return on Sunday. Pins and 20% trophies. 213/320-1015.

SATURDAY, APRIL 21

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

GOLDRUSH ENDURO, rescheduled many times and its going to happen on Sat. Confirm until midnight 714/979-8429 or 213/328-5214.

HARE SCRAMBLES, D-37. Stoddard Valley, limed about 12 mi N of Victorville on I-15. 2/42 mi loops. Tr. Nov. 1 loop. Rescue 3, pins, Desert Barons.

BENEFIT MOTOCROSS, AMA, Argyle Park, Campbell Ranch, Dixon, Cal. Sign: 7, race: 10. Enter: $6 (incld. $100 deductible). Watch: $2. No minis. 707/255-1280.

MOTOCROSS, De Anza Park, Sunnymeade, Cal. Beg/Jr. Sign: 7, race: 9. Gate: $2, enter: $4

SCRAMBLES, Visalia Airport, ½ mi E of Hwy 99 & ¼ mi S of Hwy 198. AMA. Prac: 5, sign by: 6:30, race: 7. Gate: $2, race: $1. Mid Cal Inc. MC. 209/734-0212.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

MARATHON, Fremont Rcwy, Fremont, Cal. 2 man, 2 hour. 125: 9:30, 250: noon, Open: 2:30. Enter: 6, watch: $1. 415/327-4461.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTORCYCLE EASTER EGG HUNT, Escape Country, Trabuco Cnyn., Ca. Open: 7, start: 9. Food and a good time. 714/586-7964.

ASCOT TT, Gardena, Cal. Starts 8 pm.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

ENDURO, California City, Cal. 65 mi to Ridgecrest with trophies on Sat. night. Enter: $8.50 ($7.50 memb.) to SRA, Box 3882, Torrance, Cal. 90510. All classes. 20% brass and pins. 213/320-1015.

SUNDAY, APRIL 22

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

GOLDRUSH ENDURO, rescheduled many times and its finally going to happen on Saturday. Contact: Earl Wilson. 1547 W. 219th St., Torrance, Cal. (714) 979-8429

CMC MOTOCROSS, Indian Dune, Cal. Sptmn: mail $5. Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 with 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CRC MOTOCROSS, Carlsbad Rcwy, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Srs; mini; oldsters; PP. Sptsmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, right off Lamoille Hwy, 1 mi S of Elko, Nevada. Start: noon. Enter: $4. Knights MC. First of 2 race series. 702/738-7733 or 6293.

TT SCRAMBLES, DeAnza Park, Sunnymeade, Cal. For minis and ltwts. to 125. Sign: 8:30, gate: $1 mini, $2 ltwt. Enter: $2.50. 30% trophies. 714/687-3674.

AMA QUALIFYING ROUND, Carnegie Park, Livermore, Cal. Start: 1 pm. Rain or shine Adults $4.

CMA MOTOCROSS, Sea View Park, Salton Sea, Cal. Take Hwy 111 from Indio toward N Shore, left on Cleveland. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9.714/347-3185. April 27

CYCLE SWAP-O-RAMA, Orange County Fairgrounds, Costa Mesa, Cal. Worlds largest parts and accessories swap meet. 10 x 10 are: $5. Set up 2 pm, start: 5pm. Adm: $1.

JR & INT MOTOCROSS, Cal-Cross Inc. & CMC, McGill Park, Rancho Cordova, Cal. Open: 6:30, prac: 7:45, race: 9. Mail $6 to Box 1348, Cupertino, Cal. 95014. Post: $8.

HARE SCRAMBLES, Carson City, Nev., off 395 at Snider Ave. D-36. Mail $5 to SJMC, 2661 Tronero Way, Rancho Cordova, Cal. 95670. Post: $7. Start: 11. 916/363-6784.

HARE AND HOUND, from Charlies place on Trona Rd. (N of Red Mountain) to Cal. City (65 mi). All classes. Start: 10 am. Pins and 20% trophies. Post only. 213/320-1015.

CMC MOTOCROSS, McGill Park, -Rancho Cordova, Cal. E on Hwy 50, R on Prarie City Rd. to White Rock Rd. then right. Mail $6 to Box 1348, Cupertino, Cal. 95014. Post: $8. Open: 6:30, prac: 7:45, sign by: 8:30, race: 9. All Junior. 408/226-7265.

INVITATIONAL MOTOCROSS, Muntz Park, Egg hunt: 10, race: 11:30. Srs: $3,000 cash, $4,000 contingencies to Jrs.

SCRAMBLES, Happy Valley Rcwy., Redding, Cal. $2.50 ride or watch. Open: 8, sign: 8:30, prac: 10:30, race: 12:30. D-36. Shasta MC. 3 plates, kill button, silencers (DB meter). White pants in the pits? 916/241-2558.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, qualify: 10. Enter: $5/$6/$7. 702/882-0418.

CMC SPEEDWAY/FT, Pt. of the Mountain Rcwy., I-15 btwn. Draper and Lehi, Utah. PMR license. Jr/Int: 30% trophies. 100% payback. Terry Larson, 6416 S. 1140 West, Murray, Utah, 84107. 801/266-4704.

TUESDAY, APRIL 24

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 25

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 26

SPEEDWAY, Season opener at Irwindale, Cal. 213/969-1214.

FRIDAY, APRIL 27

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Start: 8:30 pm.

ARROYO CYCLE PARK

6 mi. no. of San Bernardino on I-15. Take Devore off-ramp west ½ mile.
Course under sprinklers. Trials area, mini area, short track, wash rack.

OPEN DAILY

Motocross Racing Ea. Saturday & Sunday
Gates Open 7 am
INFO: (714) 887-2714

UPCOMING EVENTS
Sat. — Apr. 21 — CRC Motocross
Sun. — Apr. 22 — AME Motocross

C.R.A. MOTOCROSS
ALL CLASSES
SIGN IN 7:00 AM RACE 9:00 ENTRY FEE $4.00
EVERY SUNDAY
33% Trophies INFO. (714) 849-8481
DE ANZA CYCLE PARK
SILENCERS REQ'D.
GATE $2.00

INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS

Apr. 21 — Shad-Glen Track*
Apr. 28 — International Track*
May 5 — Shad-Glen Track*

Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.

MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

★★★

American Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT
Presents

Apr. 22 — Saddleback
Apr. 29 — Rawhide
May 6 — Arroyo

WRITE FOR FREE INFO PACKAGE

Bike must have SILENCERS and 3 NUMBER PLATES. AMC membership required. Gates open at 6:30 A.M. Race starts 9:00 A.M. Entry by advance mail $5.00. Mail entry closes 2 days before event. Post $10.

P.O. Box 663, El Toro, Ca. 92630

HARE 'N HOUND

$1,000.00
in prizes

Hot Shoes $10.00 entry
Entry $7.00 Beginners

30% GOLD

So. Cal. Desert Racing Assoc.
2-20 mile loops

SUNDAY MAY 6th

Hot Shoes Start: 9:30. Beginners Start: 9:45. -14 Mini, P/P Start: 10:00.

Overnight camping, Toilets, Catering, Ambulance, 2-Way Radio, 4-Wheel Sign-Up All Day Sat. & Sun. morning.

Limed from Lucerne to Soggy Dry Lake Area.

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, prac: 6, race: 7:30. 213/969-1214.

SPEEDWAY, Orange County Fairgrounds, Costa Mesa, Cal. Start: 8:15 pm. Free parking and programs.

AMA PRO TT, 13500 SE Lawnfield Rd, Clackamas, Ore. 97015. Sign: 6:30, begin: 8. 659-1022..

April 28 & 29

41st ANNUAL SPRING WILDFLOWER FESTIVAL, Hi Vista Community Hall, Lancaster, Cal. Adults: $2, childred: $1.25.

ROADRACE, Sears Point Rcwy. Pre: $15 to AFM, Box 705, Brisbane, Cal. 94005. Sidecars: $20. $4 add per bike. Open: 8 am. 415/465-2052 or 213/799-3237. AFM/AMA.

SATURDAY, APRIL 28

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

KEEP AMERICA BEAUTIFUL DAY, AMA supported clean up day.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

SCRAMBLES, Fremont Rcwy, Fremont, Cal. D-36 black plate. Open: 3:30, sign 'til 6:15, prac: 5, race: 6:30. 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1. 415/327-4461.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

MOTOCROSS, Edward's AFB, at junction of Forbes and Lancaster Blvd. Sign: 7:30, prac: 9, race: 10. Enter: $3, watch free. Trophies. 805/258-5641 or 277-3696.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

MOTOCROSS, De Anza Park, Sunnymeade, Cal. Beg/Jr. Sign: 7, race: 9. Gate: $2, enter: $4

SUNDAY, APRIL 29

D-35 MOTOCROSS, Lake Madera, take Cleveland exit from 99. Minis: $3, bikes: $5. 209/674-4042.

MOTOCROSS, Cal-Cross Inc. & CMC, Sunnyvale PAL Track, N on Mathilda Ave. off Hwy 101, ½ mi past Lockheed Plant. Open: 6:30, prac: 7:45, race: 9. Mail: $6/$10 to Box 1348, Cupertino, Cal. 95014. Post: $8/$15. 2nd trophy race.

MINI-BIKE GRAND PRIX, Indian Dunes Park, Valencia, Cal. 2 mi course for 30 min. 0-60 stock-mod, 0-80 stock-mod, 0-115 open. PP and schoolboy classes. Mail $6 to Box 149, Saugus, Cal. Post: $10. Race: 9. 259-1008.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. Calif. Cycle Center. Drawing for free bike. $5 memb. Sptmn mail $2, Ex: $10 to Escape Country, Robinson Ranch, Trabuco Cnyn., Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964. Post: $5/ $10.

D-37 MOTOCROSS, De Anza Park, 13 mi E of Riverside on US 60. Bush Masters. Sign: 7, start: 9. Gate: $2, Mail $5 to Box 921, Banning, Cal. 92220. Post: $8. Watch: $1. Hacks OK. 714/849-8393.

CMA MOTOCROSS, Sea View Park, Salton Sea, Cal. Take Hwy 111 from Indio toward N. Shore, left on Cleveland St. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

EURO SCRAMS, Lake Delores, Las Vegas Fwy North of Barstow. Sign: 8, race: 10. Race: $3.25, watch: $2.25. Swimming and riding. 714/ 252-2553.

HILL CLIMB, Ray Rianda Ranch on Rider Rd, Gonzales, Cal. Sign: 8, race: 10. Watch: $2, ride: $3. AMA.408/422-9809 or 449-6826. Salinas Ramblers MC.

D-36 MOTOCROSS, Plymouth Rcwy. Delta Dirt Riders. Sign: 6, race: 7, race: 9. Gate: $2.50, race: $3. 757-2514 or 754-5615.

D-37 TT SCRAMBLES, Elsinore Rcwy, Elsinore, Cal. Side-Hack Assn. Sign: 7, prac: 8, race: 10. Hvywt first. Enter: $4. 213/257-7132.

PRO TT, CMRE, South Bay Spdwy, take I-5 to Main St. Chula Vista, go E 8 mi. Start 7 pm. Enter: $4. Purse: $500. Am: 125/250, Pro: 360/Open. Sign: 3:30, prac: 5:30, gate closes at 6. Pits: $3. (2 pitmen).

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CRC ENDURO, Lucerne Valley. 20% trophies and pins. Flip card. A, B & C. Husband/Wife, father/son. young/old. Send: $7.50 2 SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. 914/628-1291.

CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. 40% trophies same day. Beg; Nov; Int; Ex; young; old; PP; Mini. No memb. 714/688-1291 or 213/830-7519.

OBSERVED TRIALS, ATA, Escape Country, Trabuco Cnyn., Cal. Sign: 8, race: 9:45. Memb: $4. First round of Cal State Champs. Camping. 213/848-7380.

SWAP MEET, Rose Bowl, Pasadena, Cal. Start: 9am, ract til 3. Enter: $5.

AMRA MINIS, Indian Dunes, Valencia, Cal.

BRA MOTOCROSS, Indian Dunes, Cal. 50% trophies same day. Beg/Jr/Srs, $7 post only. Mini/oldsters/PP. Int. track. 259-8000.

JACKRABBIT 100, 15 mi South Mountain Home, Idaho. Start: 12. 100 mi. 33% trophies and $2,500 purse. 208/587-3319 or 7555. Free beer.

D-37 HARE & HOUND, Four Corners, N on 395, Cal. Start: 9, enter: $5.50, trail Nov: $4.50. 2/40 mi loops. 100 dollar deductible. Simi Valley MC. 213/892-0678 or 885-1370.

ROAD RACE, Raineer Beer Series. AMA Amateur. $100 deductible ins. 125/250/500/Open GP. 250/500/Open Production, Novice. Sidecars. 2 heats. $11 mail to OMRRA, Box 13454, Portland, Ore. 97213. Post: $15. 503/282-4215.

OFF ROAD VEHICLE RALLY, Elko, Nevada. Right off Lamoille Hwy, 1 mi S of Elko. 4 wheels, promo for Knights MC. 702/738-7733 or 702/738-6293.

OBSERVED TRIAL, Cal State Cham., Escape Country, Trabuco Cnyn., Cal. Sign: 8, ride; 9:45. Memb: $4, non: $8. ATA, Camping.

D-36 BLACK PLATE SCRAMBLES, Lodi Cycle Bowl, Morse Rd., Lodi, Cal. Sign: 8-10, race: 11. Enter: $2.50($2 for 2nd). Minis: $2 Class C. Prac: 8-9 Nov, 9-9:30 Jr/Ex.

MINI CYCLE GRAND PRIX, Indian Dunes. 2 mi course. 30 mins. 0-60 stock/mod. 0-80 stock/mod. 0-115 Open. PP and school boy. 100cc to 14. $6 mail, $10 post to Box 174, Newhall, Cal. 91321. 805/259-8007 or 213/362-2515.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post: $8. 916/351-0271.

TRIAL AND SCHOOL, for Beg. & Nov. Int. Trials Assoc. Saddleback Park, Orange, Cal. Start: 9am. $5 to learn and ride. All classes. ITA memb. 20% trophies.

CMC MOTOCROSS, Sunnyvale PAL Track, N on Mathilda Ave. off Hwy 101, ½ mi past Lockheed. Mail: $6 or $10 to Box 1348, Cupertino, Cal. 95014. Post: $8/$15. Open: 6:30, prac: 7:45, race: 9, sign by: 8:30. 1st race of trophy series. 408/226-7265.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, qualify: 10. Enter: $5/$6/$7. 702/882-0418.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

49er ENDURO, Forresthill, Cal. D-36. Polka Dots MX. 100 mi. Start: 8:01. Mufflers/arrestors. Limit: 750. Mail $6 to Polka Dots MC, 2412 Salix Way, Sacramento, Cal. 95825. $9 post. 916/WA 5-4788 or 622-8257.

PNTA TRIAL, Portland, Ore.

PNTA TRIAL, Tiger Mtn. Washington.

AME MOTOCROSS, North vs. South race. Spillway Park, Santa Maria, Cal. Sign: 7, prac: 8, race: 9.

TUES., MAY 1

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 2,

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 4,

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

CRC california racing club
membership not required

motocross

Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.

SUNDAY MX

APRIL 22
CARLSBAD

April 29 — Rawhide
May 13 — Arroyo
May 20 — Indian Dunes

EVERY SATURDAY
MOTOCROSS
AT ARROYO

NO MAIL ENTRIES FOR MOTOCROSS

desert

ROAD RUNNER ENDURO
APRIL 29
LUCERNE VALLEY
20% Trophies — Finisher Pins
Flip card system.
ABC Riders — Husband/Wife
Father/Son — 16 +35, Minis
Send $7.50 & 2 SASE
Mail Closes April 21
Post $8.50

ATTENTION
CRC Membership Point System
The second Four Month Membership Points Program will begin soon.
Join now and compete for the top CRC competition number and a super 30-inch number one rider trophy.

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF

CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

CRC california racing club

CRC GRAND PRIX
MAY 5 & 6 CARLSBAD RACEWAY

This course has it all. Motocross-Cross Country—Scrambles-Road Racing, each class races 2 hours-bring your pit crew!

(AMA Dist 37 Sanctioned)

Saturday: 8am 100, 125, 175 Novice
11am 100, 125, 175 Am/Ex
2pm 250 Novice

Sunday: 8am 500 Novice
11am 250 Am/Ex
1:30pm Side Hacks
3pm 500, Open Am/Ex

100% FINISHER TROPHIES MIN. 12" TALL
Top 10% Receive Championship size trophies
$10.00 Mail Entry $50.00 Post Entry (if available)
Mail Entry opens April 14-Closes April 25
Use standard AMA Dist 37 Entry Blank
Price includes entry for racer and one spectator (bring your girl)
Start position determined by postmark
mail entries received before April 14 will be held for last row starting.

CRC (714) 688-1291
6625 dorinda, riverside, california 92503

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

Additional information _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

CLIP AND MAIL TODAY!

SCRAMBLES, Visalia Airport, ½ mi E of Hwy 99, ¼ mi S of Hwy 198. AMA. Prac: 5, sign by: 6:30, race: 7. Mid Cal Inc. MC. 209/734-0212.

SAT., MAY 5.

HOTEL LUCERNA 250, 22 mi W of Mexicali on the Tijuana Hwy. Tech at 2pm on Friday. Baja Racing Assoc. 714/352-3767 or 913/762-8868.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

D-37 GRAN PRIX, CRC, Carlsbad, Cal. 500 & Open Nov, 250 & 500 & OPen Ex/Am. 2 hrs. 100% trophies. Mail $10 and 2 SASE to CRC, 6625 Dorinda, Riverside, Ca. 92503. Includes 1 pit people. 714/688-1291 or 213/830-7519.

HDRA MOTOCROSS, Deadman's Point, Apple Valley, Cal. Open: 7:30. Gate: $2. Enter: Jr: $3, Sr: $8 with 100% back. 40% brass for Jr. Race: 10. all classes.

SWEEPSTAKES ENDURO, marked from Antelope Valley Fwy and Angeles Forest Hwy ramp. Starts near intersection of Mt. Emma Rd and Angeles Forest Hwy. 100 mi. Street legal, USF arrestor. Start: 7 am. Mail $6.25 (plus 1 for team person) and 2 SASE & D-37 card to Shamrocks MC, 11003 McVine, Sunland, Cal. 91040. Close April 23, drawing April 25 at Sunland Park. Rescue 3.

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Enter: $3 gate & post. 213/921-5466.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, qualify: 10. Enter: $5/$6/$7. 702/882-0418.

D-36 GEORGETOWN ENDURO, Richmond Ramblers, Georgetown, Cal. Mail $7 to 2633 Harold St., Oakland, Cal. 94602. Entries close April 25. Max: 750. Start: 7:01. 415/235-7322 or 235-6505.

MOTOCROSS, Edwards AFB, take Hwy 14 to Rosemond then E 15 mi to Edwards. Sign: 7:30, race: 9:30. No cards. Enter: $3, watch free. John: 805/258-8085 or Dale: 805/258-6445.

TUES., MAY 8,

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 9,

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 11,

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

INDOOR SHORT TRACK, 1 1/8 mi, State Fairgrounds Col., Salt Lake City, Utah. Prac: 4pm, qual: 5:30, race: 7. CMC, class C, mufflers. Novice trophies, Expert cash. 100; 125; 200; 250; Open.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

AMA TT STEEPLECHASE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

HALF-MILE' Tulare Fairgrounds. Sign: $4, prac: 5:30, qual: 6:35, race: 8. Purse: $2,000 & 100 to Novice winner. 209/673-0198. May 13

FOOL'S GOLD ENDURO II, Georgetown, Cal. CERA North. Camp Chiquita, 12 mi E of Georgetown. Moderate to hard timekeeper's enduro. 100-120 miles. 125-250-Open-ABC-PP. $6 memb., $8 non with 2 SASE to CERA, Box 22, Alamo, Cal. 94507. Drawing May 2. Trophies and pins. Flip card. 415/937-9971.

BRENTWOOD YOUTH COUNCIL BIZARRE, btwn. Montana and San Vicente in West LA. $5 to reserve space. $.50 adm. 2136472-2194 or 826-2319 or 472-6510.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

SUN., MAY 13,

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors. CMC. 125/250/Open Mail $5, post: $8. 916/351-0271.

AME MOTOCROSS, Indian Dune, Cal. Beg; Jr; Int; Srs; Mini; oldsters; PP. Sptmn: mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922. Post: $10/$15. Open: 6:30, prac: 8, race: 9.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

CERA ENDURO II, limed from I-15 and Harvard Rd. N of Barstow, Cal. 90 mi for the average rider. 125/250/Open, A, B, & C. 2 loops. Send $8 ($7 for memb) to CERA, Box 2102, Cypress, Cal. 90630. Drawing on May 3 at 9pm at Family Hoffbrau, 6161 Lincoln Ave., Buena Park, Cal. 714/527-4927.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, qualify: 10. Enter: $5/$6/$7. 702/882-0418.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109. April 21

D-37 GRAN P, CRC, Carlsbad Rcwy. 0-250 Nov & 0-175 Am/Ex. 2 hrs. 100% trophies. Mail $10 and 2 SASE by April 25 to CRC, 6625 Dorinda, Riverside, Cal. 92503. Includes 1 pit people. 714/688-1291 or 213/830-7519.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

MOTOCROSS, De Anza Park, Sunnymeade, Cal. Beg/Jr. Sign: 7, race: 9. Gate: $2, enter: $4

SUN., MAY 6,

AME MOTOCROSS, Osteen's Bike Park Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: mail $5, post $10, Srs: $10/$15 to 13004 S. Washington, Hawhtorne, Cal. 90250. 213/675-1922.

AME MOTOCROSS, Spillway Park, Santa Maria, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10/$15 to 13004 S. Washington, Hawthorne, Cal. 90250.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109.

AMA MOTOCROSS, Opelousas, Louisiana. Purse: $5,000. Sign at the Downtowner Hotel, by 11 am. No entry fee.

HARE AND HOUND, limed from Lucerne to Soggy Dry Lake. Ex: $10 enter, Beg: $7 enter. 30% brass and pins.

CHICKEN ENDURO, Allen's Motorcycle Playland, 40 mi N of Fresno, Cal. on Hwy 41. Pathfinders MX. $7 mail/$9 post (plus $3 for team) to Pathfinders MX, c/o Jim Jacobson, 2904 E. Dakota, Fresno, Cal. 93726. 209/229-8993. AMA.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 100% payback, Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi N of Bend, Ore. High Point series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov; Am; Ex; PP; Minis. 100; 125; 250; Open; Hacks and oldsters.

CMC MOTOCROSS, Redwood Acres, Eureka, Cal. Sign: 8:30. Enter: $5. Off Hwy 101 to Redwood Acres Fairgrounds.

Scrambles, Visalia Airport, ½ mi E of Hwy 99 & ¼ mi S of Hwy 198. Prac: 5, sign by: 6:30, race: 7. Gate: $2, race: $1. 209/734-0212.

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

SAT., MAY 12.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

DRA

DESERT RACING ASSOCIATION

presents

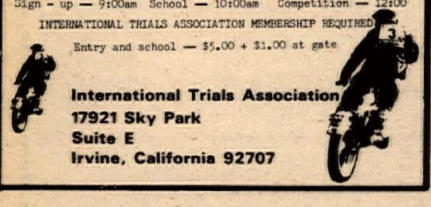
Cal Cities El Scrambles Grande
APRIL 28 and 29

A fun filled weekend for Beginners and Novices ONLY! Two separate Hare Scrambles races. Sat: Novice 9 am, Beg. 12 noon. Sat. night trophies presentation for Baker to Vegas. Sun. new course Hare Scrambles, Beginners 9 am; Novices 11 am. Sweepstakes race Sun. at 2 pm; Short Hare 'n Hound combination of both courses.
No entry fee for Sweepstakes race to riders that rode Sat. or Sun. Neat new pins — 20% super trophies, April 28 and 29, limed from California City.
Ambulance-Radio Crew-Restrooms-Catering.

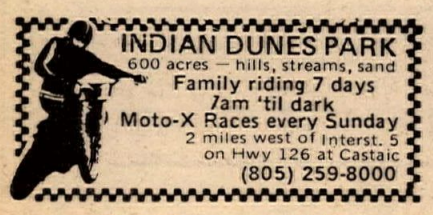
Info: 714-346-9335
P.O. Box 437, Rancho Mirage, Calif. 92270

The original D.R.A. since 1971.

INTERNATIONAL TRIALS ASSOCIATION
BEGINNER - NOVICE
ALL CLASSES WELCOME
TRIALS & SCHOOL
APRIL 29
SADDLEBACK PARK
20% TROPHIES
Sign - up — 9:00am School — 10:00am Competition — 12:00
INTERNATIONAL TRIALS ASSOCIATION MEMBERSHIP REQUIRED
Entry and school — $5.00 + $1.00 at gate



International Trials Association
17921 Sky Park
Suite E
Irvine, California 92707



INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff

Apr. 22 — Arroyo
May 6 — OSTEEN'S
May 13 — Indian Dunes

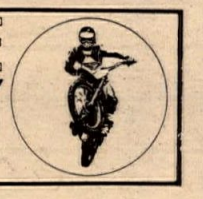
SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

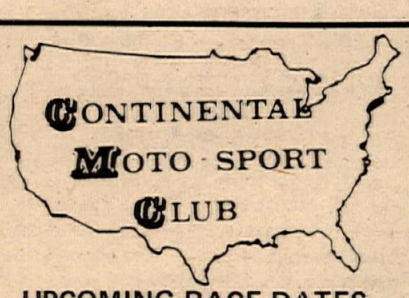
MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

Desert Racers
ATTENTION
Desert Riders
Desert Racing Association point system
DRA membership program now open and starting in May for 2 four month standings. Specializing indesert races for desert riders. Applications: P.O. Box 437, Rancho Mirage, Calif. 92270. 714-346-9335. The original D.R.A. since 1971.

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS





UPCOMING RACE DATES

Apr.	May
22 — Indian Dunes	6 — Saddleback
29 — Carlsbad	13 — Carlsbad
	20 — Saddleback

SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

PO Box 1402, Costa Mesa, CA 92626

RAWHIDE PARK
ELSINORE
MOTOCROSS
APRIL 22
40%
TROPHIES

Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers

2½miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466

$6.00 Post Entry

CRC california racing club
membership not required

CALIFORNIA SCHOOL-BOY MOTOCROSS CHAMPIONSHIP
MAY 26 & 27
CARLSBAD RACEWAY

Sportsman Riders only — NO Professionals

Motorcycles (age 17 & under): 100cc 125cc 250cc
Mini Cycles (age 14 & under): 80cc

Racers Qualify on Sat. — Finals on Sun.
$12.00 mail $20.00 post
LIMITED CLASS SIZE

CRC (714) 688-1291
6625 dorinda, riverside, california 92503

ISDT Qualfier

(Continued from Page 38)

Speed and degree of difficulty were controlled by the use of single track sections and some fairly rough sections of the broken rock that is characteristic of this area. Special tests included an acceleration test on Saturday morning and cross country tests both days. Each day included a timed section of open oil pipeline running over steep roller coaster hills, almost like motocross riding in a straight line.

Of the 300 plus starters Saturday only 109 were left Sunday morning, a fairly typical dropout ratio for multi-day events of this sort which allow entries by inexperienced riders. Of these 109 there were 93 left at the end of 100 miles Sunday, again a typical pattern for such events.

In a move that surprised many, the Busted Piston organizers provided no route sheets, course maps or information on the placement of checkpoints. Keeping riders on course in spite of arrow vandalism was handled capably by the crew of four frontrunners and few complaints were heard. Gas stops were almost all located at checkpoints, a move which may have combined with the lack of course information to discourage the practice of large support crews roaming the countryside. (On one day of the Berkshire last spring the Penton team had no less than eight vehicles on the route at one time.)

The very capable physical organization was marred by some scrutineering and scoring hassles, however. Riders at the inspection Friday found the scrutineers using a $40 Radio Shack sound meter under conditions that made reflections from nearby buildings impossible to avoid. Furthermore, the meter itself is a C-scale meter, not A-scale as the AMA and most sound tests stipulate. The club members we talked to did not consider this a real problem, though AMA Jim Cagle felt that it led to passing some machines that should have been quieter. Some rider complaints were stronger, including those of the rider whose stock 250 Kawasaki had been failed at a claimed 93 dB while 250 Hondas with what were practically open megaphones were allowed to pass.

More serious were the scoring problems that turned up. For reasons the club members have still not unraveled, riders came in very late to check No. 6 on Saturday, but so consistently that it was clear something bad was wrong. The remedy was to average out the lateness and try to compensate for the time lost (perhaps by being held too long at check No. 5, where everyone seemed very early) by giving everyone 10 minutes, thus restoring many medals that would otherwise have been lost.

Then on Sunday morning as the early riders began coming through check No, 2 it was discovered that the checkers had been given the wrong time to open their check--by an hour and nine minutes. By allowing the first dozen or so riders to continue on their schedule and holding all succeeding riders for an extra hour and nine minutes at the check and gas stop some semblance of order was maintained, though as with the extra ten minutes on Saturday there may have been an advantage to some riders in getting the extra time after the preceeding tough section. "There were probably more gold medals than there should have been," says Jim Cagle.

Riders themselves were more upset by special test scores. Apparently the people computing the special tests were fed some wrong information and compounded the problems by faulty computation. One rider's time on the cross country test would have had him averaging 126 mph, for example. Jim Cagle and AMA Regional Manager Tom Clark spent some time helping clear up these errors and Cagle had been assured by club Secretary John Higginbotham that the scorers would be able to straighten everything out.

It is easy to be critical when an event has these problems, and it is always disappointing to find an event so pleasant to ride dogged by scoring difficulties, particularly when these scores will mean so much to riders eager for the ISDT. "It's very hard to put on a two day event with people who are not that experienced at this type of event," says Cagle. "It's a learning process for them, and I think, considering that, we've had two very good events so far." (He was referring to the earlier Fort Hood qualifier.)

Of course the ultimate goal of these qualifiers is the ISDT. How many people will make it, and what do these qualifiers mean for the American ISDT effort? Cagle is blunt: "Frankly, our goal is to win the Six Days. I really think we have a good chance of winning if we put this thing together properly." He points out that this is the first time we have ever had an organized selection process for the ISDT, and he feels that we will have the best team we have ever fielded.

A lot will depend on exactly how many places the U.S. gets. The FIM says the host country can field fifty percent more riders than the largest foreign entry, which typically means around fifty. But Bob Hicks is already saying the AMA is talking about being limited by the FIM to as few as thirty riders, which of course would leave practically no chance for anyone but factory people.

FIM rules limit total entry to 300, and the AMA has no entries at all yet (deadline is July 1), so all this remains up in the air. Even with forty-five entries, the AMA reports that fourteen manufacturers have expressed interest in sponsoring a team, of which only six or so will actually get to compete. This means that it is very possible for manufacturers' teams to fill the entire entry if they do well enough in the qualifiers. Does professionalism always have to come with growth?

CMC MOTOCROSS, Pt. of the Mountain Rcwy, I-15 btwn Draper and Lehi, Utah. PMR license. Jr/Int: 30% trophies, Ex: 100% payback. Terry Larson, 6416 South 1140 West, Murray, Utah, 84107. 801/266-4704.

MOTHER'S DAY TRIAL AND SCHOOL, Int. Trials Assoc. Beg/Nov. All classes welcome. Saddleback Park, Irvine, Cal. Start: 9am. $5 to ride and learn. Memb. required. 20% trophies.

MOTOCROSS, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. CMC. Beg/Jr. 125/250/Open. Mail $5, post $8. 916/351-0271.

AMA MOTOCROSS, Hialeah, Florida.

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Enter: $3 gate & post. 213/921-5466.

D-37 HARE SCRANBLES, Fremont Valley, Cal. Start: 9am. Enter: $4.50. Limed from Hwy 14 and Randsburg Rd.Red Dots MC. Pins/Rescue 3/2/35 mi loops/trail nov 1 loop/merchandise.

D-36 MOTOCROSS' Mother's Day Special, Carson City, Nevada. Sign: 6, prac: 7:30, race: 9:10. No minis. Ride: $4, watch: $2. 882-8888 or 882-6550 or 544-7720. Blue plate race.

HILLCLIMB, Genrose, Colo. At Beaner Creek, 4mi N of Hwy 50 on Colo. 115. Start: noon. Enter: $3 Nov/ $4Expert. 125/250/Open/mini. Trophies. 784-3161 (303).

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109. April 21

May 19 & 20

MOTOCROSS, McGill Park, Rancho Cordova, Cal. Cal-Cross & CMC. Purse: $3,600. Mail $20 to Box 1348, Cupertino, Cal. 95014. Post: $40. Jr/Int: mail $6 by May 6.

MINICYCLE RACING

REGULAR SCHEDULED

1st & 3rd SUNDAYS

INDIAN DUNES, Sign up 8:30 A.M. Classes For All Riders. Trophy Dash For MOD and Stock. N.M.A. 213 887–4520

2nd SUNDAY

SADDLEBACK PARK, Sign up 8:30 A.M. Classes For All Riders. Trophy Dash For MOD and Stock. N.M.A. 213 887–4520

EVERY TUESDAY

TROJAN SPEEDWAY, Sign up 6:00 P.M. Close 7:30 P.M. 213 923–9132

1st & 4th SUNDAYS

SADDLEBACK PARK, Sign up 8:30 A.M. MINI–WORLD 714 552–7643

EVERY FRIDAY NIGHT

INDIAN DUNES, Sign up 6:30 P.M. Classes For All Riders. Trophy Dash N.M.A. 213 887–4520

SPILLWAY CYCLE PARK

AMERICAN MOTO CROSS A.M.E. ENTERPRISES

NORTH verses SOUTH Challenge

April 29, 1973

(Santa Maria, Calif.)

1ST ANNUAL

This A.M.E. sanctioned event is confirmed and scheduled at SPILLWAY CYCLE PARK, just 2½ hours north of Los Angeles. Bring the entire family and enjoy near-by MOTEL living, or FREE OVERNIGHT CAMPING with practice on Saturday morning, and a free Saturday night BAR-B-Q, courtesy of A.M.E. to all MAIL + POST entries. All others $2.00 each. Championship style trophies. A.M.E. Membership required. Sportsman Classes $7.00 mail, $10.00 post. Senior Classes $10 mail, $15.00 post. 100% cash payback to seniors.

Name_____ Riding No.____ Age____ Date____ Phone____
Address_____ City_____ State____ Zip____
Riding Classification_____ Junior__ Beginner__ Intermediate__ Senior____
Four Stroker Minicycle Old Timer Powder Puff Make of Bike
Engine Size_____ Sponsor, Club, Organization_____

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Signature of Parent or Guardian_____
(If applicant is under 18 years of age)
Place Notary
Signature and
Seal Here (If 14 years of
younger)_____
Witness_____
Witness_____

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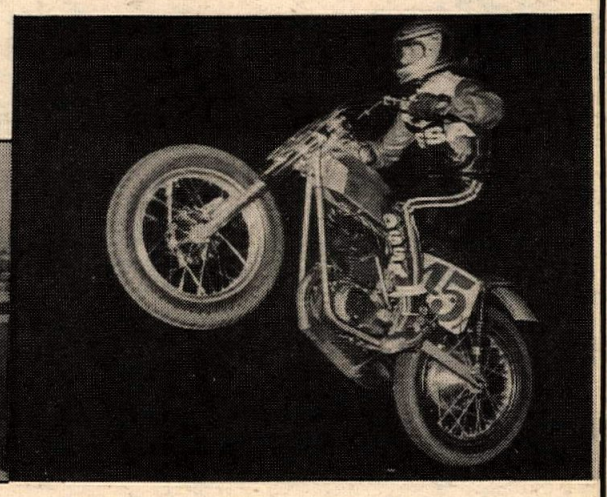
13004 South Washington
Hawthorne, Calif. 90250
Telephone (213) 675-1922

J.C. AGAJANIAN'S

Ascot PRESENTS

FIRST NIGHT T.T.

APRIL 21



'Home of the National Numbers'

FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710

18300 South Vermont, Gardena, California.

Pit gate opens:	5:30 P.M.
Spectator Gate:	6:00 P.M.
Practice:	6:30 P.M.
Time Trials:	7:00 P.M.

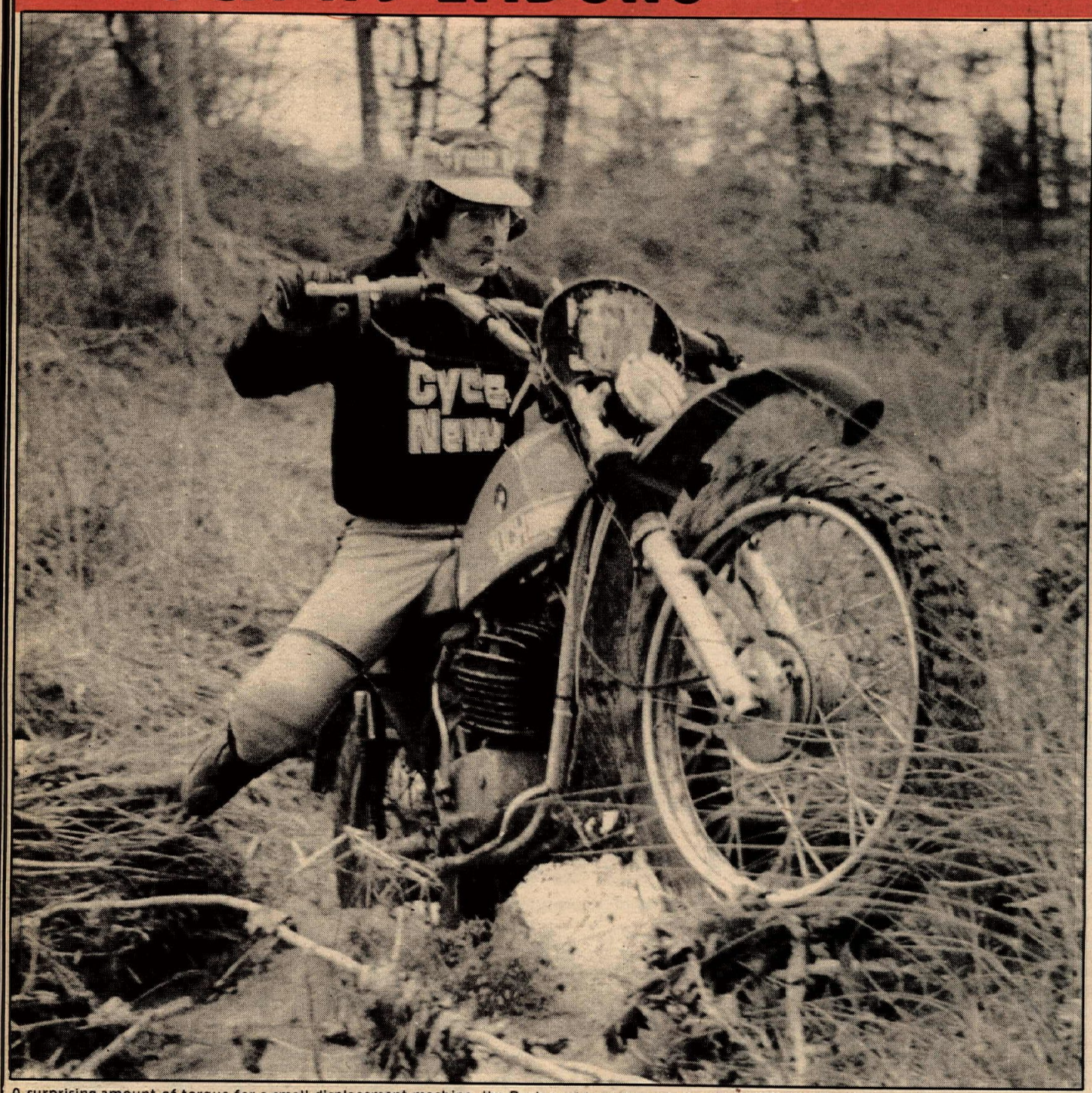
First Night T.T. April 21

SAVE $1.00

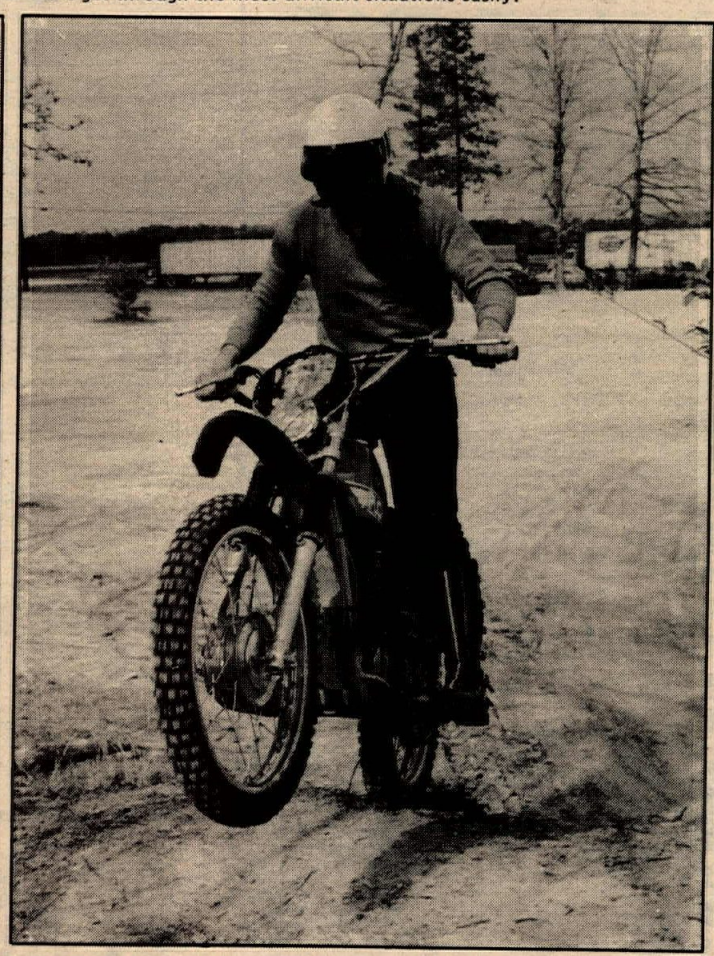
Clip from Cycle News and bring to box office for $1.00 Discount on adult admission at any Ascot Motorcycle event. Expires May 12, 1973.

after the paint wears off

PUCH 175 ENDURO



A surprising amount of torque for a small displacement machine, the Puch could get through the most difficult situations easily.



A seasoned veteran, other than the tired saddle the Puch was an extremely comfortable bike to ride whether sitting or standing.

Jim Gianatsis
and Jeff Harrison

Choosing a good enduro bike seems to be a difficult venture for many people. Every manufacturer has at least one bike in their line up that they try to pass off as an "Enduro." In some cases they used to be nothing more than a street bike with trials tires and an upswept exhaust system. Nowadays the manufacturers have gotten somewhat smarter and are actually disguising their bikes to look like real enduro machines.

With so many enduro type bikes now out on the market it makes picking the real ones a lot tougher. In the case of the Japanese bikes this is especially true. Reading various road tests on the bikes you are interested in in order to help you form your own impressions doesn't always solve the problem. Reading a road test or trail test for that matter, on a brand new enduro bike won't tell you how that bike is going to last up through one of those tough two day events or even an entire season of enduros.

The 175 Puch Enduro which we tested was a 1972 model and the veteran of an entire season of enduros. The bike was loaned to us by Tucker Sport Cycle, located just down the street from our Eastern office, and was still in stock condition. Everything on the bike was original, including the engine which was still on its standard bore. What really had us impressed about the bike was that nothing had broken or bent during that time.

A closer look at the bike revealed why it was so tough. The thing is built like a tank, everything being stronger looking than what would seem necessary. The frame itself is a bolt together affair ala erector set, which in itself wouldn't seem very strong; it has large diameter tubing and enough additional brackets, gussets, braces and welds to make it really heavy duty. It makes for a somewhat heavy frame but it sure is strong. Instead of a skid plate, additional tubing is welded onto the bottom portion of the frame to protect the engine.

The 2.5 gallon fuel tank is made of a very thick fiberglass which looks and feels much like nylon plastic and has to be the most indestructable thing around. Workmanship on the tank, as well as the entire bike itself, is really beautiful. The expansion chamber looks like heavy duty sewer piping but you'll never have to worry about it springing a leak. The chrome muffler device on the end of the expansion chamber is just plain ugly. It was still there though, doing its job of keeping engine noise so subdued a woodchuck couldn't complain. It didn't leak at the clamp mounting like most bolt on silencers do. The 1973 models do have a newly designed chamber and silencer combo that are a little more attractive than the old one but still ungainly enough to look like a Peter Max original.

Suspension components are not manufactured by Puch but are selected from what is considered to be the best available. The rear shocks are Girlings with progressive 60/90 pound springs and the front forks are telescopic Ceriani. Girlings have a reputation for wearing out quickly but these still dampened well. The forks were another matter that we soon found out about when we rode the bike. More about them later. The steel wheel rims were still round and looked indestructable. They have strengthening lips just like on alloys. They have a tendency to pick up a little mud but you'll never have to worry about flattening them if you have to run low tire pressures.

Other goodies worth mentioning are the air filter and the ignition system components located underneath the seat in a watertight still air box. The box itself is further protected by a shroud which also encases the 27mm Bing center float carburetor. The bike had never failed to finish an enduro due to drowning out in water. The air filter element is paper and should be replaced with a Filtron type foam element which is better. The ignition system is a Bosch pointless transister setup. The point being that it has no points which is really quite a point in itself when you consider it to be the major reason for the engine never failing to fire in almost a year of operation.

Riding the bike is a very comfortable proposition except for one thing, and that's the seat. Use had caused the foam padding to break down or deteriorate to a point where when we sat on the bike our bottoms sank right down to where we felt like we were sitting on the

frame. We later tried out the seat on a new Puch and found it to be too hard and stiff, like sitting on a wooden bench. Evidently the seat is made up of a stiff foam rubber that deteriorates quickly. The stock handlebars and Magura levers felt very comfortable as was the footpeg location. Neither the side mounted exhaust pipe or the kick starter interfered with our legs when standing on the pegs.

Starting the Puch 175 was pretty easy once we figured out how to reach under the carburetor shroud to use the tickler button on the Bing in order to choke the engine. Once we learned the right amount of use on the tickler it was fun trying to get the engine to start on the first kick when cold. When it was warm the engine would always start on the first kick. The kick starter lever hits on the footpeg but by the time it does the engine is already running.

Pull in on the clutch and snick down on the left side shifter to find first in the five speed box. The clutch still works perfectly after all those enduros. Get underway and wind out the engine longer than you would think necessary, then keep on winding it out some more before shifting into second. Do the same for third gear and on up. The transmission is beautiful. Shifting up or down, it's impossible to miss a gear change as they just seem to fall into place. The only bummer in the entire box is neutral which is nearly impossible to engage with the engine running.

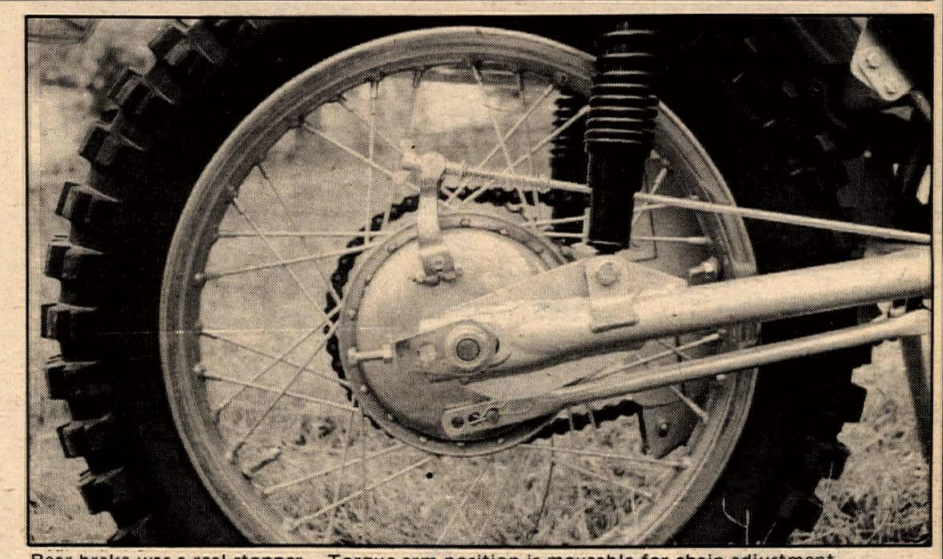
Power is typically European, meaning that the faster you want to go the longer you have to wind the engine out between shifts. The power comes on smooth and steady from idle right on up. It has to be the widest powerband on any small displacement machine we've ever ridden. Our 1972 engine was rated by the factory at 23 hp. Only one member of our staff felt it was a little underpowered. The '73 models are rated at 30 hp. Most of us felt our bike was as fast as any of the Japanese 250 enduro machines. The fact that the Puch 125 and 175 are such popular bikes in Europe for such events as the Six Days Trial means that if you're a good enough rider to be in contention for the overall win at an enduro then the 23 hp model is more than adequate. The newer 30 hp 175 makes the bike just that much more appealing for the less experienced rider who would need more power to get through a situation.

The only thing that really disappointed us about our Puch was the handling and the fault could be traced directly to poor preparation on the Ceriani front forks. They just weren't working. There was no dampening action whatsoever, making the springs so soft that even the smallest ground ripple would cause them to bottom. Cerianis have a very high reputation so the first thing we checked was if the forks had any oil in them. They did, but the oil looked somewhat thin and there wasn't the right quantity in the forks. The same forks are used on a lot of other bikes, including the Puch's main competition, Penton, so the problem had to be with these particular forks.

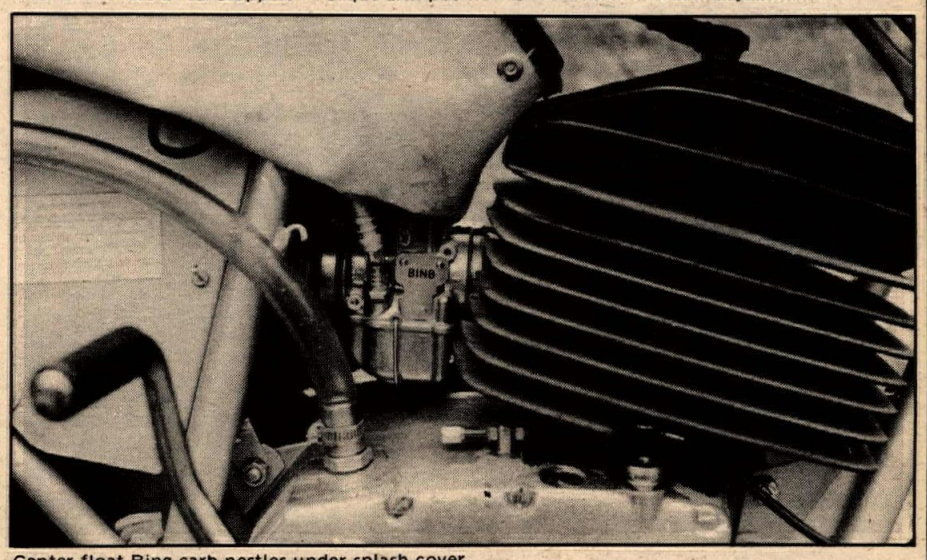
Handling otherwise seemed good, especially over a rough surface where the bike proved to be very predictable and would want to track straight. In corners the bike handled in a very neutral manner. Power on would easily break the rear wheel loose before the front, but the stock Metzler tires, 3.00 x 21 on front and 3.50 x 18 rear, were extremely worn and did limit the cornering power considerably. We would have preferred an even larger 4.00 x 18 knobby on the rear because of the 175's big bike size and power. All the '73 models now have 4.00 rear tires.

The front and rear brakes were total opposites. The rear one was very good, being progressive in feel right up to when you would want to lock it up to slide into a fast corner. The brake pedal was located too high and it meant removing a foot from the peg to get at it but it was all in the way our particular bike was set up. The pedal can easily be moved down further but chances of snagging it on something would be easier. From the size of the front brake you'd expect some stopping power there too, but it was nothing more than an ornament on our bike. Pulling hard as we could on the front brake lever would have no effect whatsoever in slowing the bike from any speed. After a hard season of use a new set of front shoes would certainly be in order. A little sanding to roughen up the drum would also help to restore the original braking power.

After a full season of enduro riding the 175 Puch has certainly proven itself. Except for the worn front brake our two other complaints with the bike, the small rear tire and the desire for a little more power, have been taken care of on the new models. Reliability was our bike's outstanding feature after a season of enduro riding and that alone is the secret to winning. The fact that it has good power and handles really makes it nice. The poor performance of the Ceriani forks on our particular bike had to be due to bad preparation. There is only one other bike we would consider to be in the same class as the Puch and that is the 175 Penton Jackpiner. At about $1100 for both mchines the choice between the two would have to be totally personal. In the 125 class we would have to choose the 125 Puch above any of the other popular Sachs powered bikes due to the much superior Puch transmission and engine.



Rear brake was a real stopper. Torque arm position is moveable for chain adjustment.

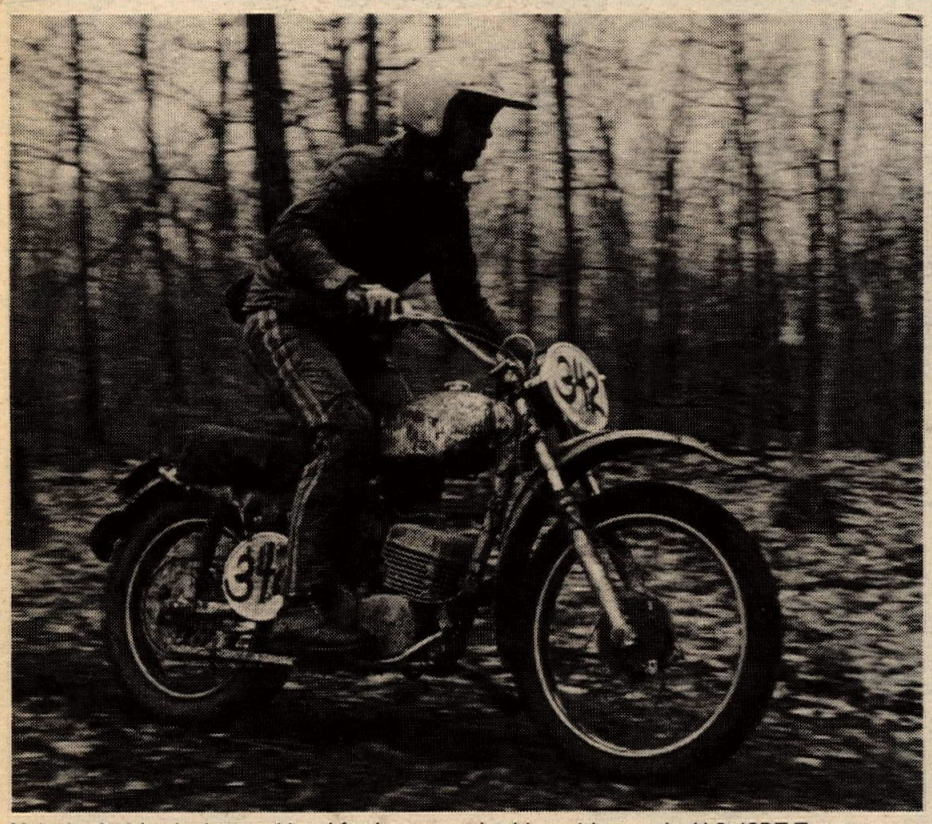


Center float Bing carb nestles under splash cover.

1973 Motocross 175 Puch sports 30 hp and a new exhaust system. Installation of the separate lighting and speedometer kit converts it over to the Enduro model.

Qualifying for the ISDT

Only Those Already Qualified Need Apply - ISDT Experts Preferred



Malcolm Smith winning a gold and further cementing his position on the U.S. ISDT Team.

National enduro champion Ron Bohn one-handing the Potosi qualifier — Rick Kocks Photo.

Astride the muddy BSA single is none other than former AMA National Champ, Dick Mann himself. — Rick Kocks Photo.

by Dave Sanderson

POTOSI, MO., April 8 - The second in the series of AMA ISDT qualifiers offered few surprises as the Penton team continued their almost unbroken string of victories in these events, with Malcolm Smith and his 250 Husky picking up the individual win. One of the Husqvarna Trade Teams was second overall, followed by Triumph, Yankee and Bultaco. The list of 93 finishers (out of over 300 starters) includes 32 gold medals, 41 silvers and 20 bronzes.

The somewhat uncertain Missouri spring weather cooperated with trial organizers much better this year than at their initial effort last April. Last year's four inch rain on the first day of the event made club members very cautious the second time around, so there was plenty of careful layout and contingency planning in evidence this year. Though it has been an exceptionally wet spring, there was not too much water on the course and intermittent rain on Saturday afternoon caused seasoned competitors no real problems.

Most of the route stayed off the roads, using perhaps somewhat less pavement than a true ISDT route would have. There are many miles of relatively smooth two track trails in the Potosi area and the event was set up so competitors had to average something on the order of 35 mph on these open trails to maintain the schedule. Checks were placed so a consistent pace would bring riders into every check at roughly the same time. If you were early, you could be early at every check; if you were late, you were pretty consistently late.

(Continued on Page 35)

Dave Mungenast took the Triumph Team 500 to a gold medal.

Riders encounter an easy section during the first day of the Missouri ISDT qualifier.

RESULTS

"No, we don't give stamps but if you'll quite bouncing around I won't pour Gatorade in your tank."

Pasadena cop Jack Knebel (CZ), front, and Jim Fishback (CZ) rear. They finished 2-3 in that order.

MARATHON
San Jose, Calif.
April 1, 1973
by Bill Spencer

125cc	
Rob McChesney/Marty Lewis	Yam
Jeff Cole/Chal DeCecco	Suz
Bob Geffert	Hod
Chuck & Jim Eastment	Puc
Scott Schulz/Steve Bradfield	Pen
Jeff Sibley/Kevin Morrison	Yam
Marty Schlein	DKW
Reg Kittrelle	Suz
Jim Carlisle/Roy Brown	Hon
Jerry Marshall	Hon
250cc	
Ron Womack	Hon
John Beckwith/Randy Pattaro	Hon
Bob & Jim Vickery	Yam
Roger Selby/Dennis Silva	Mai
Bob Turner	CZ
Hernry Lilledahl/Mike Murray	Suz
Bart & Jim McMurray	Hon
Dave Austin	Yam
Bill Russell/Mike Marinkovich	Yam
Don Boyer	Hon
OPEN	
Rick Hocking/Mike Coleman	Yam
Bruce Rust/Bob Metier	Mai
Gary Davis	Yam
Dan Phillips/Bruce Kile	Hus
Ernie Vick/Bill Hardesty	Suz
Dave Souza/Oscar Lopez	Yam
Jeff Cole/Chal DeCecco	Suz

FREMONT RACEWAY MARATHON
Fremont, Calif.
April 7, 1973
by Bill Spencer

125cc	
Reg Kittrelle	Suz
Chuck & Jim Eastment	Yam
Bob Crabb/Bob Edgren	Yam
250cc	
Carl Rodrick	Hon
Jim & Bob Vickery	Yam
Don Brumfield	Suz
John Beckwith/Randy Pattaro	Hon
OPEN	
Gary Davis	Yam
Bruce Rust/Bob Metter	Mai
Dave McCreary	Hus
Gary Feddersen/Dan McKintosh	Suz

TECATE 500 ENDURO
Los Ancianos MC
Tecate, Mexico
April 7-8, 1973

Rider	Pts.	Age	Bike
Bill Menchen	997	35	Hus
Charley Hokie	996	44	Hon
Bill Messer	996	40	Kaw
G. McElrath	994	32	Hon
Ed Martony	990	31	Hon
Neil Holt	990	29	Kaw
Eddie Day	990	52	Hon
Don Bohannon	990	40	Suz
Greg Ekins	989	40	Hus
Dick Vick	989	43	Hus
Larry Hester	988	39	Hon
Bob Miles	987	31	Hon
Fred Germain	987	31	Hon
Tom Patton	985	35	Bul
Floyd Burk	984	47	Kaw

GREAT BEAR GRAND PRIX
Riverside, Calif.
March 25, 1973

Name	Bike	Club
M. Mayes	400 Hus	Victors
T. Davis	360 Yam	Checkers
S. Subith	250 Yam	Soboba
J. Connolly	360 Kaw	Dirt Diggers
J. Veillon	400 Hus	Boosters
S. Smith	250 Yam	
D. Grieve	250 Hus	Zebras
T. Okamoto	250 Bul	DTMC
L. Pickens	400 Hus	DMC
D. Winchell	250 Yam	Invaders
J. Harren	250 Yam	100's
C. Adams	500 Yam	Off Camber
B. Kolbet	250 AJS	
G. Kneiper	250 Ric	Hueneme
C. Skrede	250 Hus	DMC
D. Marden	354 Hus	—
R. Music	250 Bul	Rams
M. Caudillo	250 Bul	DTMC
M. Adent	250 DKW	Rams
G. Luther	400 CZ	
P. Lambert	400 CZ	DBMC
D. Davidson	351 Yam	Prairie Dogs
D. Brassfield	250 Yam	
P. Crawford	400 Hus	Checkers
D. Massingham	250 Kaw	Gripsters
G. Elliott	501 Mai	Foothill
R. Duncan	400 Hus	
M. Alzola	610 Tri	Viewfienders
D. Klohr	400 Hus	SBVMC
P. Coffman	350 Kaw	CCMC
G. Kicenski	380 Gre	So-Cal
G. Spellman	400 Suz	
K. Bishop	360 Yam	
J. Harwood	400 Hus	Rovers
M. Rodman	500 Yam	
E. Walker	650 Tri	
D. Brewer	360 Yam	DMC
J. Sprague	650 Tri	
D. Kline	380 Gre	So-Cal
R. Brown	250 Bul	Squirrels
G. Best	250 Hus	Turtle
M. Brooks	250 Bul	Cac Cats
G. Moffett	250 Bul	Chargers
M. Myers	250 Yam	
J. Huegel	250 Yam	SBVMC
P. Napolene	350 Bul	SBSMC
A. Cooke	250 CZ	Boosters
Ja. Rice	450 Hus	Sandab
K. Marling	400 Suz	Cheetahs
R. Dellegatte	250 Hon	100's

GREAT BEAR GRAND PRIX
Riverside, Calif.
March 24, 1973

Name	Bike	Club
T. Brooks	125 DKW	BORT
J. Fishback	125 DKW	Desert Barons
J. Quintana	125 Mon	
S. Haislip	175 Yam	Invaders
E. Cannady	125 Pen	Badgers
R. Hall	175 Puc	So-Cal
G. Burgess	125 Mon	Desert
C. Brooks	100 DKW	Sledriders
L. Roseler	100 H-D	Desert Barons
B. Ogilvie	100 H-D	Desert Zebras
M. Cook	175 Bul	
P. Harvey	125 DKW	Priarie Dogs
R. Moody	250 CZ	
D. Johnson	125 DKW	Desert Turtles
W. Wessels	125 DKW	SGVMC
M. Cartledge	100	100's
R. Haase	250 Yam	Clm. Jumpers
E. Johns	250 Yam	Cac. Kickers
T. Gruenberg	250 Yam	Stumpjumpers
M. Goodwin	250 Yam	East West
D. Lenahan	250 Bul	Master Links
F. Christian	250 Yam	
D. Primrose	250 Yam	
T. Kirkpatrick	250 Yam	CRA
S. Best	250 Bul	Desert Turtles
J. Armstrong	250 Suz	Desert Squirrels
S. Cohen	125 DKW	SGVMC
C. Daley	125 DKW	
M. Leckich	100 H-D	Desert Squirrels
P. Coffman	175 Kaw	Cactus Cats
C. Mullet	125 DKW	
L. Greer	250 Hus	
B. Blanchard	250 Yam	SMC
T. Stockton	250 Bul	SBS
K. Wolf	125 DKW	Desert Zebras
C. Boesey	250 Ossa	SBVMC
C. Harris	250 Hon	SBVMC
D. Wilkison	250 Yam	Pack Rats
B. Ventzke	100 Hod	Chargers
B. Ogden	250 Hon	
P. Kaufman	250 Ossa	Red Dots
R. Williams	250 Yam	Stumpjumpers
G. Semenza	250 Hus	SBSMC
R. Florence	250 Suz	Lions
S. Srour	250 Bul	Red Dots
L. Quintard	175 Yam	
E. Carpenter	250 Bul	Ant. Ram.
W. Richter	125 Bul	Ant. Ram.
T. McGurk	250 Yam	
R. Dally	250 Suz	SBSMC

MOTOCROSS
Feather River Club
Marysville, Calif.
April 1, 1973
by Harry Pelliccione

100 NOV	
Dick Crosby	Kaw
Frank Escobar	Yam
Mark Womble	Hon
125 NOV DIV I	
Dick Calwson	—
Casy Griffith	Hus
Dieno Becker	Puc
125 NOV DIV II	
Sammy Lohr	DKW
Michael Granger	Yam
Robert Norton	Suz
125 NOV DIV III	
Scott Rodgers	DKW
Kenneth Vogt	Hus
George Honey	Suz
125 AM	
Jon Boyette	Suz
Norman Denny	Bul
Philip Bryson	Pen
125 EX	
Manfred Hayrend	Kaw
Charlie Marshall	Zun
250 NOV DIV I	
Casy Vail	Mai
Mike Garcia	Yam
Ron Shelly	Bul
250 NOV DIV II	
Patrick Linn	Hus
Mike Daggett	CZ
Terry Gladney	CZ
250 NOV DIV III	
John Kent	Yam
Garry Castillo	Bul
Steve Barrett	Suz
250 NOV DIV IV	
James Nugent	CZ
Don Genttli	Hon
Chris Heinburg	Suz
250 AM	
Jon Boyette	Suz
Pat Silson	Hon
Danny Mancino	Hus
250 EX	
Dale Stetler	Hon
Steve Thompson	Mai
OPEN NOV DIV I	
Paul Meyer	Mai
Bruce Meyer	Hus
Allen Davis	Hus
OPEN NOV DIV II	
Dennis Helms	CZ
Bruce Hanson	Hus
Maurice Sanchez	Bul
OPEN AM	
Edward Santin	Yam
Jim Heinrich	Yam
Donald Chase	CZ
OPEN EX	
Mick Hamel	Hus
John Burrows	CZ

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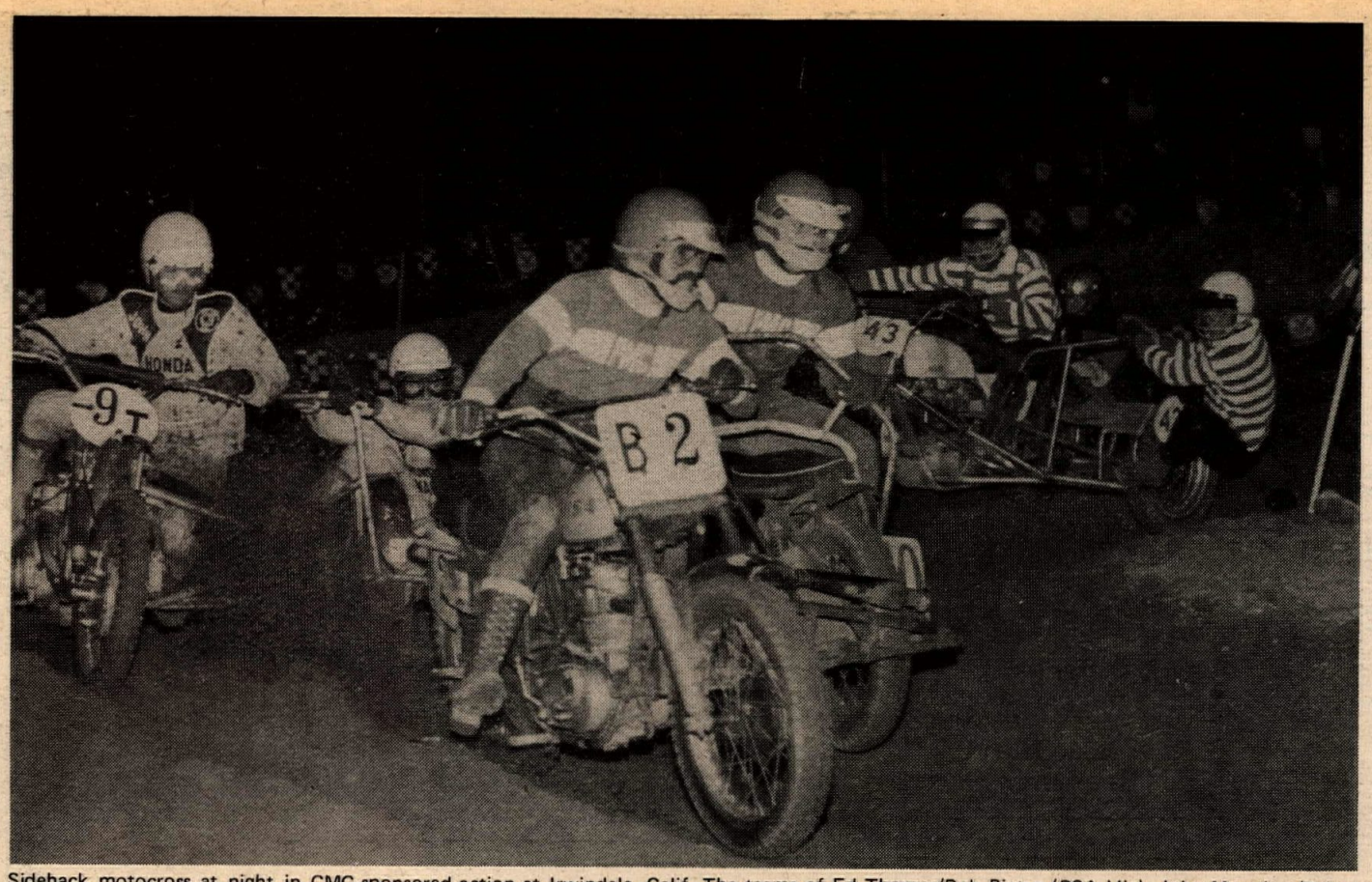
TT SCRAMBLES
Perris Raceway
Perris, Calif.
April 7, 1973
by Carolyn Graves

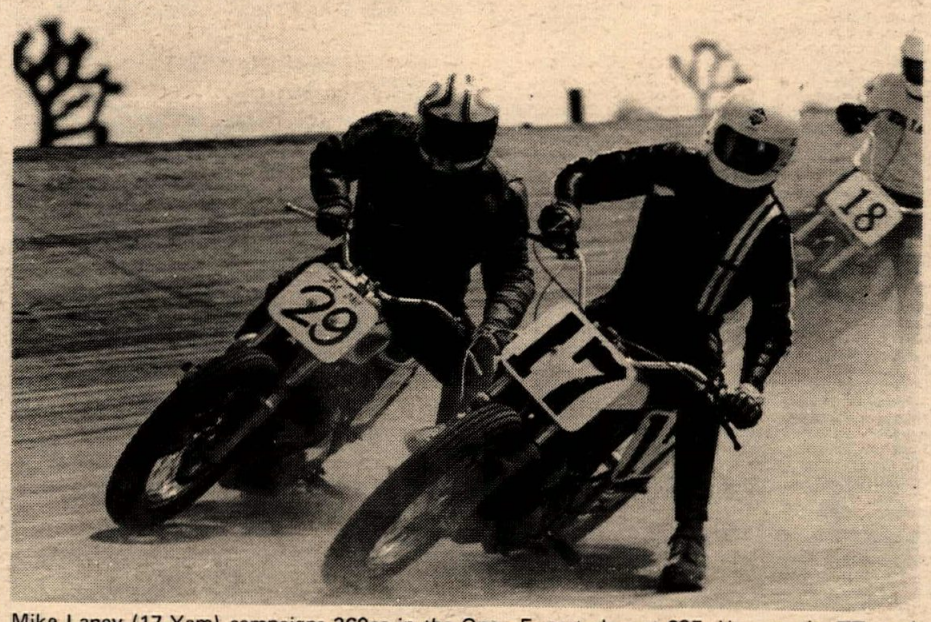
100cc COMBINED	
Jay Wagner	Kaw
Craig Harbin	Kaw
Dale Creason	Kaw
125 NOV	
Ken MacBeth	Yam
Brain Pollastrini	Yam
Steve Colman	Yam
125 NOV	
Danny Miller	Kaw
Charlie Jones	Yam
Dave Perkins	Yam
175/200 NOV	
Bob Friese	Hon
Steve Colford	Yam
Keith McAuley	Suz
250 NOV DIV I	
Richard Beck	OSS
Bob Graves Sr.	Bul
Kevin McKelvey	Yam
250 NOV DIV II	
Ron Bair	Ric
Joel Shedden	Yam
Bill Scales	Bul
250 NOV DIV III	
Wiley Miller	Kaw
Jeff Pollastrini	OSS
Tim Thibodeaux	Yam
250 A/E	
Rick Hutchins	Bul
Mike Beck	OSS
Bob Graves Jr.	Bul
500 NOV DIV I	
Dave Shedden	Mai
Eugene Morris	Suz
Walt Shull	Hon
500 NOV DIV II	
Chuck Baker	Yam
Dennis Caspary	Mai
Fred Scurlock	Mai
500 AM/EX	
Steve McMahan	Yam
John Sandona	Yam
Rick Hutchins	Bul
Joey Hamilton	Hon
Bill Jewett	Hon
Ricky Clubb	Yam
Danny Davis	Yam
Jeff Moon	Hon
Marc Anderson	Yam



Sidehack motocross at night in CMC-sponsored action at Irwindale, Calif. The teams of Ed Thomas/Bob Pietro (BSA Vic), John Monohan/Brian Ramsden (Hon Wasp), and Mike Haller/Chuck Swenson (Tri Wasp) make the dirt fly.

RESULTS

First year Amateur Rich Lizardo (Bul) showed the flat track form that won him the HRA No. 4 plate and a first in the Half-mile at 395 Cycle Park near Adelanto, Calif. Rich took second in the TT. — Rees Photo.



Mike Laney (17-Yam) campaigns 360cc in the Open Expert class at 395. He won the TT, took show position against big-inchers in the Half-mile. — Imogene Reese Photo.

HRA HALF-MILE & TT SCRAMBLES
395 Cycle Park
Adelanto, Calif.
Apr. 15, 1973
by Imogene Rees

100 NOV	
Darren Penrod	Kaw
Jay Bales	Kaw
Scott Walker Jr.	Yam
125 NOV	
Terry Statum	Yam
Jay Bales	Yam
Scott Walker Jr.	Yam
125/250 AM/EX	
Terry Griner	Yam
Mark Upton	Kaw
Craig Johnson	Bul
Rich Lizardo	Bul
Jeff Cesmat	Bul
Vern Maxwell	Bul
Doug Storeby	Yam
Bob Gonzales	Suz
250 NOV	
Jim Nosek	Bul
Wiley Miller	Kaw
Robert Lein	Yam
Dana Settler	Yam
Mike Everhaus	Yam
OPEN NOV	
Joca Arledgo	Yam
Jim Nosek	Yam
Lonnie Martin	Tri
OPEN AM/EX	
Mike Laney	Yam
Pat Dale	Tri
Steve McMahan	Yam
Thomas Howe	H-D
Dan Rees	Bul
Bruce Foley	Tri
100 NOV	
Darren Penrod	Kaw
Toby Sweaney	Kaw
Jay Bales	Kaw
125 NOV	
Darren Penrod	Kaw
Brian Coakley	Kaw
Terry Statum	Yam
125/250 AM/EX COMB.	
Terry Guiner	Yam
Mark Upton	Kaw
Rich Lizardo	Bul
Vern Maxwell	Bul
Jeff Cesmat	Bul
250 NOV	
Jim Nosek	Bul
Larry Patton	Bul
Ronald Paris	Yam
Robert Lein	Yam
OPEN NOV	
Jim Nosek	Yam
Lonnie Martin	Tri
Steve Gardner	Yam
OPEN AM/EX	
Bruce Foley	Tri
Mike Laney	Yam
Pat Dale	Tri
Jay Lewis	Kaw
Thomas Howe	H-D
Steve McMahan	Yam

MOTOCROSS
Riders Unltd. M.C.
Salinas Sand Pit
Salinas, Calif.
Apr. 1, 1973

MINI 0-75cc	
Tim Macchiarella	Hon
Ronald Henderson	Hon
Billy Locklar	Hon
MINI 0-75 DIV II	
Paul Furbush	Hon
Tommy Dimaggio	Hon
Ruben	Yam
MINI 75-100	
Steve Harvey	Yam
Kenneth Netto	Yam
100 NOV	
Stanley Eubaiss	Yam
Micheal Small	Hon
125 NOV DIV I	
Steve Borraioni	Hus
Joe Genovese	DKW
Gary Murphy	Pen
125 NOV DIV II	
Roger Belgard	Hus
Billy Eubanks	Yam
Dennis Curtin	Pen
125 NOV DIV III	
Todd Tourangean	Yam
Milo Marsh	Puc
Ian Maclachalan	Pen
125 AM	
Matt Rohr	Yam
Ricky Graham	Yam
125 EX	
Bill Grossi	DKW
Fred Bennett	Yam
250 NOV DIV I	
Mike Hughes	Hus
Jeff Leerer	Mai
Henry Cassady	Hus
250 NOV DIV II	
Mark Christensen	Hon
Tom Hauth	Bul
Robert Fisher	Suz
250 NOV DIV III	
John Putkey	CZ
Doug Bragg	Suz
Jeff Border	Yam
250 NOV DIV IV	
Dave Dudley	CZ
Pierre Altarilla	Yam
Frank Fernandez	Hon
250 AM	
Eric Harvey	—
Steve Romano	Mai
Pat Legge	Hus
250 EX	
Bob Bowers	Hus
Ron Alsop	Hon
Billy Graham	Yam
OPEN NOV DIV I	
Robert Whitaker	Mai
Gordon Peirce	Hus
Dennis Crabtree	Yam
OPEN NOV DIV II	
Rick Sutton	Mai
Dennis Stapleton	CZ
John Herold	Mai
OPEN NOV DIV III	
Russell Blair	Hus
Peter Bierwith	Hus
Eric Berg	Mai
OPEN AM	
Lane Aebi	Yam
Herb Waite	Mai
Matt Rohr	Yam
OPEN EX	
Chris Carter	Mai
Gary Roberts	Hus
Bill O'Brien	Mai

MOTOCROSS
Fox Hollow Fun Trails
Woodburn, Ore.
Apr. 8, 1973
by Jan Newman

MINI	
Jeff Walker	Yam
Brad Turnidge	Yam
John Paulsen	Ind
100 JR	
David Thornton	Yam
Bob Robinson	Yam
Troy Folch	Nog
125 JR	
Mark Gregson	Yam
Scott Foster	Mnk
Sam Shawe	DKW
125 INT	
Kurt Odgers	Hod
Robert Keith	Bul
125 EX	
Kirk Williams	Yam
Johnny Welch	Suz
Dan Reynolds	Mnk
200	
Chuck Fryer	Hod
250 JR	
Dale Geelan	Yam
Kleeve Hodgson	Bul
Steve Zipf	Suz
250 INT	
Ron Long	Mon
250 EX	
Barney Newman	Mon
Monte Bothum	Hon
Allen Poage	Kaw
OPEN JR	
Joe Hoesly	Yam
Marv Azar	CZ
Dale Geelan	Mai
OPEN EX	
Dan Wilgus	Yam

TROPHY Pick Up

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TROPHIES for Simi Valley M.C. Moto-X, Feb. 4 available at Fox & Parsons Garage, 8434 Sepulveda Blvd., Sepulveda, CA. 8:00 AM to 5:30 PM.

Robert Stanerson (107, Oss), Gary Johnson (43, CZ), & Dale Geelan (56, Yam) working into the first corner, at Woodubrn.

NORTH WEST CHAMPIONSHIP TT
Boise, Idaho
Apr. 15, 1973

1. Randy Scott	Tri
2. Dave Aldana	Hon
3. Randy Skiver	Tri
4. Charles Voss	Tri
5. Gary Scott	Tri
6. James Jones	Tri
7. Eddy Wirth	Yam
8. Richard Wascher	Tri
9. Sonny Burres	Tri
10. Ed Herrmann	Tri

HIGH MOUNTAIN
Team Winners

Mettico Penton	
Fred Hayes	Pen
Carl Price	Pen
Gary Caulkins	Pen

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
April 7, 1973
by The Shadwo

MINIBIKE	
John Silva	Hon
Jim Sarver	Yam
Kurt Sofka Jr.	Yam
100 BEG	
Dave Caclawa	Hon
100 BEG UNDER 16	
Jim Goldberg	Pen
Scott Wilson	Yam
Mark Ruelas	Suz
Keith Hughes	Hod
125 BEG	
Bob Zowarka	Mon
Eric Thompson	CZ
Louis Blankenship	Kaw
125 BEG UNDER 16	
Gary Petersen	Yam
Joe Miller	Yam
Mark Sparks	Yam
250 BEG	
Hiram Argust	Yam
Bill Ramey	Mon
Kinney Jones	Hus
Dean Carlson	CZ
OPEN BEG	
Steve Lovern	Yam
Wayne Muller	Yam
Don Urbanek	Yam
125 NOV	
Kenneth Tekut	Suz
Robert Dudleston	—
Mike Kooiman	Mon
250 NOV	
Bruce Jones	Hon
Mitch Weissbein	Suz
David Rowley	Hon
Randall Palmer	Yam
Steve Ball	Yam
OPEN NOV	
Daivd McKeon	Kaw
Jesse Goldberg	Mai
INT & SR	
Doug Raines	Pen
Bob Stabile	Hon
Brad Catcott	CZ

CMA MOTOCROSS
Sea View Cycle Park
Salton Sea, Calif.
April 8, 1973

MINI DIV I	
Mark Woods	Hon
Jimmy Hullett	Hon
MINI DIV II	
Mike Sanford	Hon
Joe McManus	Hon
David Jackson	Ind
100 DIV I	
Jim Burge Jr.	Yam
Gene Clark	Yam
Malcolm Lee	Yam
Joey Morales	Yam
100 DIV II	
Mike Ireson	Yam
Terry Collier	Yam
125 INT	
Butch Baker	Yam
POWDER PUFF	
Markita McDougal	—
125 DIV I	
Mike Wright	Yam
Robert Russell	Yam
125 DIV II	
Milas Russell Jr.	Ric
175	
Chuck Wheeler	Kaw
Bob Mamer	Hon
250 DIV I	
Chris Taylor	Ric
Ronnie Ray	Yam
Kenney Harris	CZ
250 DIV II	
Mark Windsor	Bul
Darrel Brown	Mon
OPEN	
Gary Knieper	Ric
Jim Turner	Hus
Mick Vanaman	Yam
Chris Taylor	Rix

MOTOCROSS
Florida Winter — AMA Series
Final Top Ten Finishers

250 NOV CLASS	
John Franklin	Mai
Jerry William	—
John Joyner	Suz
John Dallaire	Mai
DeWayne Lyons	—
Bruce Dengler	Yam
Stu Stacy	—
Joel Nicholson	—
Ron Huffman	CZ
Don Goss	—

MOTOCROSS
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
Apr. 7, 1973

MINI BEG	
Tod Miller	Hon
Al St. George	Yam
100 JR	
George Forte	Yam
125 BEG	
Doug McGowen	Suz
Don Basemore	Yam
Tom Ruvolo	Suz
125 JR	
Jim Olson	Yam
175 BEG	
Larry DeMuth	Yam
Dick Vanderby	Yam
175 JR	
Dwayne Vanderby	Yam
250 BEG	
Steve Jenkins	Yam
Jeff Fyfe	Suz
Rocky McKee	Suz
OPEN BEG	
Ron Chuba	Hus
Randy McKee	CZ
Dan Vandermeulen	Suz
OPEN JR	
E.J. Norris	Suz
Steve Kirkland	Suz

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Apr. 13, 1973
by Creative Images

MINI	
Mike Brown	Ind
Lance Moorewood	Ind
Terry Woolwine	Ind
100 JR	
Steve Shook	Hod
David Taylor	Yam
Dale Hicks	Hod
125 EX	
Ray Lopez	Pen
Jim MacDonald	Pen
John Atwood	Yam
Tom Baugh	Ric
Mark Tyer	DKW
125 INT	
Greg Hogan	Pen
Val Tamietti	DKW
Dave Eropkin	Bul
125 JR	
Richard Huchey	Suz
Greg Pearson	Yam
Joe Green	Pen
250 EX	
Billy Payne	Mai
Randy Myers	Bul
Ken Zahrt	Bul
Bob Haag	Hus
Mike Loftus	CZ
250 INT	
Jerry Trojnar	CZ
Richard Ashby	CZ
Clinton Tarvin	Yam
250 JR	
Jim Hammer	Yam
Kelly Bautista	CZ
Rick Beeson	Yam
500 EX	
Billy Payne	Mai
Bill Rubly	CZ
Sherman Andrews	Mai
Ray Lopez	Mai
Tom Simpson	Mai
500 INT	
John Stasiefski	Mai
Dennis Clark	CZ
Bryan Dodge	Hus
500 JR	
Glenn Ferris	Hus
Tom Alexander	Mai
Glen Larson	Suz
SIDECARS	
Mike Larve/ Robert Sanner	Nor/ Wasp
John Palfreyman/ Joe Gardner	Tri/ Wasp
John Monoham/ Brian Ramsden	Hon/ Wasp

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Apr. 15, 1973
by Creative Images

100 JR	
Larry Theobald	Hon
Jeff Bean	Yam
Howard Miller	Ric
125 JR I	
Patrick Hubbs	Suz
Tom Parker	Pen
Tim Lufer	—
125 JR II	
Bill Ogle	Yam
Jay Arnett	Pen
Rick James	Pen
125 INT	
Jeff Howell	Mnk
John Dickenson	Pen
Steve Gannon	Pen
125 EX	
Marty Smith	Mnk
Ray Lopez	Pen
Bruce McDougal	Pen
Rick Reinig	Mon
Rick Sheren	Mnk
250 JR I	
Scott Stell	CZ
Jeff Deal	Bul
Gary Olen	CZ
250 JR II	
Greg Sokol	CZ
Tom Beales	CZ
Jim Hunter	Hus
250 JR III	
Don Elder	Mai
Don Whitaker	Bul
Gary Hooten	Yam
250 INT I	
Dan Steele	CZ
Paul Belisle	CZ
Gary Tomczak	CZ
250 INT II	
Drew Nelson	Yam
John Petty	Mai
Geoff Howe	Hus
250 EX	
Tim Lunde	Hon
Randy Myers	Bul
Doug Sherman	CZ
Mark Tyer	CZ
Larry McCarty	Bul
500 JR	
Stan Bajek	Suz
Charles Groshek	Mai
Samuel Mora	CZ
500 INT	
Steve Shipkey	CZ
Pat Claudet	Mai
Steve Roach	CZ
500 EX	
Wayne Boer	CZ
Doug Sherman	CZ
Chip Howell	Hus
John Fackler	CZ
Terry Power	BSA

Ray Lopez on the 125 Penton at Saddleback's CMC Motocross last Sunday. Ray has his 400 Maico lose second gear, so he concentrated on the 125 where he took a second in the first moto. He had built a tremendous lead in the second and appeared to be homing in on the overall win, when his countershaft sprocket began to slip off the driveshaft rod. It resulted in a last lap, last turn pass by Marty Smith to beat him. Lopez wound up second overall instead. — Photo by Creative Images.

ARIZONA AWAKENING

by Scotty Schafer

TUCSON, ARIZ., April 8, 1973 — Tucson Dragway hosted its first motocross of the new year today, with enough new faces to make starts and corners a chancy survival situation on this rough scrambles course. Promoter Ivan Russell and his SMRA group had their share of bad luck to go with inexperience and lack of track prep, but still got 125 riders around the tight track in decent enough fashion.

Kent Nichols brought the Chapparral 80cc prototype to the crowd's attention in the Century class, Leroy Welch deeked to a strong second in 125 action, and Tim Kelly extended a string of Novice wins that spans a two-year period. To top it all, a Ducati won the Open class — a first?

MOTOCROSS
R.A.C.E.
Corona Raceway
Corona, Calif.
Apr. 6, 1973

MINICYCLES	
Tom Schoney	
Scott Tipton	
Sam McCord	
SUPER MINI	
Ray Currie	
Larry Boulware	
Mark Kiefer	
100 JR	
Steve Bauer	
Mike Nicklaus	
Kirk Fitzek	
Dalls Johnson	
125 INT	
Charles Currie	
Ken Mathis	
Allan Tilford	
125 JR	
Mark Civello	
Bill Noble	
Phil O'Dell	
Rick Rolko	
250 INT	
Jack Hazard	
Eddie Coulter	
Chris DeBoer	
250 JR DIV I	
Jeff Newman	
Kenny Harris	
Jim Rader	
250 JR DIV II	
Mike Winters	
Ray Sadd	
George Nance	

MOTOCROSS
R.A.C.E.
Corona Raceway
Corona, Calif.
Apr. 7, 1973

MINICYCLES	
Jim Ball	
David Dieterle	
Melanie Evans	
100 BEG	
Mark Allee	
Mike Loper	
Fred Spivey	
125 BEG	
Don Pettingill	
Robert Wood	
Mark Broadhead	
125 JR	
Gary Duncan	
Greg Sorenson	
Morris Mena	
250 INT	
Bill Sabo	
Elbert Turner	
Dave Carlson	
250 BEG	
John Filipy	
Bill Druary	
Don Carnes	
250 JR	
Don Bongiorno	
Larry Lutz	
Rick Fifield	
500 JR	
Barry Watkins	
John Buijnink	
VETS	
Shay Huffman	
Jim Greaves	
Bud Keathly	

CRC MOTOCROSS
Rawhide Park
Elsinore, Calif.
Apr. 8, 1973
by The Shadow

MINI 60	
Mark Larnkjaer	Suz
Gary Renshaw	Yam
Frank Navetta	Yam
MINI 70	
Bill Taylor	Hon
Brad Roberts	Hon
Keith Baker	Hon
POWDER PUFF	
Gayle Duhe	Yam
Annabella Wood	Hod
Robin Radlauser	DKW
125 INT	
Perry Black	Suz
Steve Sixberry	Yam
250 INT	
Jeff Borden	Mon
Charles Smith	Yam
Brad Lynch	CZ
SR	
George Luther	CZ
John Carmello	Yam
Troy Hollis	Suz

MOTOCROSS
Tucson Dragway
Tucson, Ariz.
April 8, 1973
by Scotty Schafer

100 AM	
Steve Derrick	Yam
Larry Hardy	Yam
Kent Nichols	Cha
125 AM	
Joey Garcia	Suz
Leroy Welch	DKW
Mark Werntz	Yam
125 AM CONSOL	
Chuck Mudd	Suz
250 AM	
Tim Kelly	Yam
Bob Oder	Mai
Al Hensling	Suz
250 AM CONSOL	
Gary Jensen	Suz
OPEN AM	
Phil McGill	Duc
Lane Hanna	Mai
Scotty Schafer	CZ
125 EX	
David Lauver	Suz
Johnny Brown	Yam
Brad Mueller	Suz
250 EX	
Sam Redman	Mai
Gary Nicholson	CZ
Paul Redman	Hus
OPEN EX	
Ivan Russell	Suz
Steve Watmore	Mai
Paul Lax	Hus

OLD TIMERS AM	
Will Lynch	—
Dick Doyle	CZ
Paul R. Black	CZ
OLD TIMERS EX	
Larry Escamilla	CZ
Jack Stewart	Bul
Phil Hendry	Yam
Leland Howell	Yam
Frank DiPieti	Gre
Don Murdock	Yam
100 BEG	
Tim Cohee	Yam
Jim Abbott	Yam
Jim Campagna	Hod
100 BEG UNDER 16	
Geoff Singer	Pen
Rick Ricker	Hon
Rick Manley	Yam
Steve Pagel	Yam
Jon Hewitt	Yam
Dean Pagel	Yam
125 BEG	
Mark Broadhead	Yam
Chris Hill	DKW
Ron Sherman	Yam
Ray Willenberg	Hus
Don Glenn	Yam
Mike Barrett	Yam
Roger Hill	Ind
125 BEG UNDER 16	
John Black	Yam
Scott Pittillo	CZ
Carney Briggs	Ric
John P. Adams	Bul
Dave Wagner	Ric

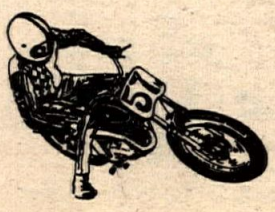
250 BEG DIV I	
Dave Stephens	CZ
Paul Davidson	Suz
Dennis Kinda	Oss
Glenn A. Gibbons	Yam
Jeff Larsen	Suz
Bob Highsmith	Hon
Greg Turk	Yam
250 BEG DIV II	
Gordon Newman	CZ
Greg Durden	Yam
Mike Huddleston	Hon
Robert Roberts	Bul
Ray Alvarez	Yam
Dean Carlson	CZ
250 BEG UNDER 16	
Mike Brophy	Suz
Bill Holman	Yam
Kelly Callaway	Yam
OPEN BEG	
Randy Briggs	CZ
Bill Monk	Hus
M. J. Brown	AJS
OPEN NOV	
Shark	Yam
Tom Hudson	Hus
D. McLeish	Yam
Mike Norris	CZ
100 NOV	
John Jugenheimer	Yam
Larry Ripley	Yam
Dan Moor	Hod
125 NOV	
John Salinsky	Suz
Tom Gildea	Mon
Greg Otto	Oen
Greg Bebeck	Bul
125 NOV UNDER 16	
Brian Renshaw	Pen
Mike Foreman	Hus
Mike Ricker	Pen
Paul Christensen	Pen
250 NOV	
Mike Biddlingmier	Yam
Bobby Morse	Yam
Gilbert DeLa Rosa	CZ
Jeff Jarvi	Yam
Jack Eltzen	CZ
Bob Hansen	Gre
Ward Stroma	CZ
Roy Holsheimer	CZ
Kevin Callaway	Yam
125 VETS	
Paul Black	Yam
Asker Larnkjaer	Suz
Jack Barbacovi	Yam

Klaus Landsberg has chosen an inopportune moment to lay down his Penton. Jeff Powell (Mnk) appears bemused by it all.

250 VETS	
Rick Watson	Mai
Art Meyer	Yam
Lou Mayers	Maon
OPEN VETS	
R. W. Pierce	Mai
Gene Fox	Mai
Gary L. Schooley	Mai
Bill Monk	Hus

SCRAMBLES
Sonoma-Marin Frgnds.
Petaluma, Calif.
Apr. 6, 1973
by James Brammer

PP	
Cheryl Vestal	
Kathy Cromwell	
Candy Stephaus	
100 NOV	
Larry Morrison	
Eddie Lopus	
Matt Penry	
125 NOV	
Bill Shura	
Chuck Lopemen	
Dennis Stolp	
125 JR	
Ron Sarver	
Rick Delacy	
Bob Casey	
125 EX	
Ted Davidson	
Daniel Castelhan	
Darrell Williamso	
200 NOV	
Reggie Jackson	
John Kresha	
David Matsuoka	
250 JR	
Ron Sarver	Mai
Kevin Sinclair	Mai
250 NOV	
Ed Heeney	Bul
Brian Koga	Suz
Mike Tripp	Kaw
250 EX	
Mark Smith	Yam
Ted Davidson	Bul
John Guglilmetti	Yam
500-OPEN NOV	
Mickey Sturgeon	Mai
Mike Avilla	Mai
James Walsh	Yam
500-OPEN JR	
Ben Ostarello	H-D
John Thompson	Yam
Ed Wagner	Mai
500-OPEN EX	
Chuck Erlenbach	Mai
Francis Mathers	Mai
Bruce Rush	Mai



AME MOTOCROSS
Indian Dunes
Apr. 15, 1973
by Tom Corley

MINI	
Artie Rogers	Hon
Karl Anderson	Hon
Joe Berman	Hon
250 SR	
Jeff Wicker	CZ
Rob Gorham	CZ
500 SR	
Larry Watkins	CZ
Jerry Beaman	CZ
Mike Reber	CZ
125 SR	
Stuart Kastner	DKW
Mike Lacy	Suz
Mark Trebon	Suz
100 JR	
Kevin Burger	Hon
100 BEG	
Buck Davidson	Kaw
Steve Dutton	Yam
Bruce Berger	Yam
125 BEG	
Casey Eidley	Hon
Stephen Clark	Pen
Fred Winney	Pen
125 SR	
Gary Huber	Bul
Fred Holbit	Pen
250 BEG	
Tim Schully	Yam
Joe Jones	Yam
George Storey	Hon
500 BEG	
Gary Hamilton	—
David Tolf	Mon
Gerald Sumner	—
OLD STUFF	
Steve Pyle	Yam
Kermit Samples	Suz
250 SR	
Gary Davies	—
Chris Trebon	Suz
Russ Hoffman	—
500 SR	
Robert Millner	Yam
Steve Smith	Suz
Mike Srichtig	Hon

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Apr. 16, 1973
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John Woznick	CZ
Mike Dosh	—
Rick Reed	CZ
125 JR	
Tom DeVore	Ric
Robert Williams	Suz
Joe Ruffino	Hod
500 JR	
Jerry Beaman	CZ
500 INT	
Bob Dunsire	CZ
Craig Adams	Yam
James Hedry	CZ
100 BEG	
David Tylor	Yam
Gary Denton	Yam
Steve Arnold	Hod
125 BEG	
John Adams	Bul
Brian Lowe	Pen
Mike Gilb	Hus
POWDER PUFF	
Robin Radlauer	DKW
250 JR	
Dana Slater	Suz
Reed Carlton	Mai
Richard Smith	Bul
125 SR	
Mike Pausell	Pen
John Skifstroni	Suz
125 INT	
Ken EllersHus	
Dan Bridges	Suz
Dale Walters	DKW
250 BEG	
Howard Hamlin	Mai
Don Lausford	Bul
Dennis Asbury	Yam
500 BEG	
David Eyserbeck	Yam
John Gibson	Yam
Bill Langsford	Bul
250 INT	
Steve Bebeck	CZ
Steve Dahlstrom	—
Perry Black	Mai
250 SR	
Richard Kastner	Bul
Tony Rogers	CZ

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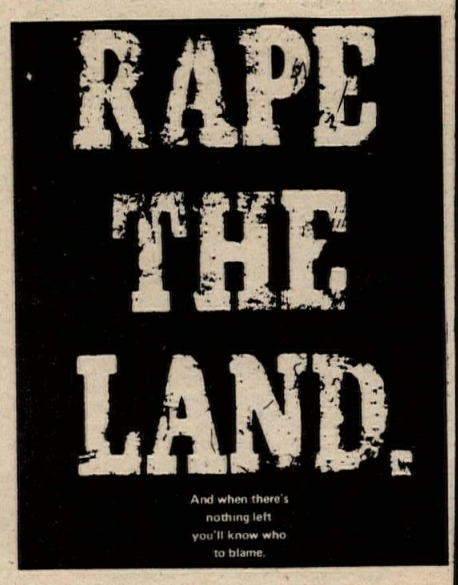
Advertisers Index

American MX Club, Inc. ..... 16, 32 & 34
ACK Products 28
Action Cycle ..... WA
Alhambra Yamaha ..... WA
Allied Cycle ..... WA
Alsport 15
American MX Enterprises .... 32, 34 & 35
American MX 16
American Riders Supply 16
Arroyo Cycle Park 32
Arthur J. Goldstein 16
Ascot Park 35
Bagnall Publishing 18
Gary Bang ..... WA
Bassani Manufacturing 18
Bay Area Bultaco 15
Belile's Restaurant 15
The Bike Shop (Orange) 28
Bill Walters Leathers 10
Blendzall 11
The Bolt King 28
Buco Products 13
Buddha Enterprises ..... Res
Bultaco American 48
Burak-Bye Products 28
C & J Precision Prod. 18
C & M Specialties 30
CMC ..... 27 & 34
CRA 32
CRC ..... 33 & 34
Calif. Cycle Center 14
Carabela Motorcycle Corp. 18
Carnegia Cycle Park 31
Cole Brothers ..... WA
Collins & Sons 18
Competition Cycle Products 30
Competition Cycles 14
Competition Dynamics 11
Competition Services 11
Cook Cycle & Marine 28
Cooper Motors 12
Crowell Cycle ..... WA
The Cycle House 17
Cycle Mart 28
Cycle News
Subscription Info 6
Cycle Parts 30
Cycle Trend West 16
Cycle World 19
D & S Motorcycle Carriers 28
Darkhorse Kolor 18
C. E. Davis 16
Jim Davis 28
Desert Racing Association .... 11, 28 & 34
E. T. Cycle Sales 28
Endura Vitamin Distributors 18
Escape Country 11
Gannoss Engineering 18
Glendale Yamaha ..... Res
Guy Louis Motorcycle ..... WA
HRL Lubricants 30
Hacienda Honda 15
Helmet House 28
Hercules Distributing 13
Hermosa Cycle Shop 18
Hooker Headers 30
Jacwal Corp. 10
Jim Hunter Motorcycle Repair ..... WA
I.C.R.A. 30
Indian Dunes 34
Indian Motorcycles 14
Insurance Assoc. of Van Nuys 16
Irwindale Raceway 34
J & J Motors 18
John's Racing Cycles 10
Jones MX Products 11
K & N 28
Kar Cycle ..... WA
Kawasaki 24-25
Klocker Sales & Service 18
Long Beach Honda 28
McGill Cycle Park 16
McLaughlin Motors 11
Manhattan Sportbike 11
Marv Bigman 18
Melody Mufflers ..... Res
Mettco 28
Mid-Valley Cycles 28
Mission Hills 11
Motorcycle Riders Assoc. 29
New Mexico MX Club 14
Nick Nicholson Motors 30
Norm Reeves Honda 15
North American Imports 18
Norton Villiers Corp. ..... Res
Number Plate Service 18
Orange County Cycle West ..... WA
Othman Distributing 18
Otto's Cycles ..... Res
Penton West Inc. 30
Precision Cycle ..... WA
Premier Yamaha 14
Racer Products 11
Rawhide Park 34
Revell 31
Richard Miller Motorcycles 11
Robert Bosch 22
Roberts Suzuki 28
Scramblers Motorcycles 14
Scuderia ..... WA
Selby Motors 15
Sierra Mesa Grand Prix 29
Melcolm Smith 30
Smuggler Trailers 30
So. Calif Desert Racing Assoc. 32
So. Calif. Dunecycle Dealer Assoc. 28
Steve's Bultaco ..... WA
Swap O Rama 31
T & O Yamaha 28
Thermo-Chem. Corp. 9
395 Cycle Park 16
Tillman Sport Center ..... WA
Tiger Dist. 30
Torco Oil Company 15
Torsten Hallman Racing, Inc. 11
Town & Country Cycle ..... WA
Tri/Suz Pomona 14
Trophy Cycle 15
University Honda 14
Valerian's 8
Valleywide Catering, Inc. 16
Venolia Forged Racing Pistons 11
View Finders 31
VOTE 28
Warren Wilson 28
Webco Inc. 12
West Coast Training Service 16
Western Yamaha 18
Westminster Sportcycle 30
Wheel Clinic 30
Wheelsmith Engineering 16
Whittier Honda 16
Work Shoe Unlimited 11
World Sports Products 11
Yamaha of Corona 16
Yamaha of El Monte ..... WA



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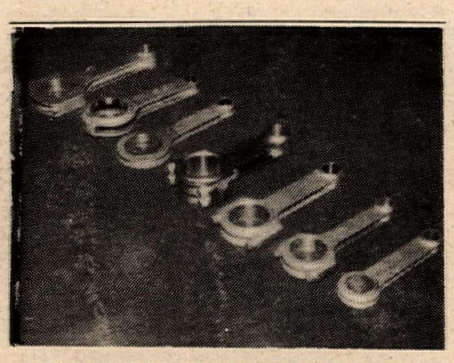

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With 21" Husky front wheel, '68 Kaw. 175cc, $180 w/Gyt kit. Both bikes clean & in good cond. 1 pr. unused Husky shocks, $20. 1 pr. Curnutts for Yamaha, $20. 19" Yamaha front wheel, $25. (714) 495-1449. (15)

'70½ YAMAHA 250 MX. LIKE NEW, new top end, trans., fork seals, shocks, off road sticker, lowered frame, super dependable, Only $385. (714) 870-1965 eves. (15)

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Custom pipe, DKW factory porting and milling, Petty fenders, quick throttle, Diamond chain, 62 counter sprocket, Arnaco shocks, reliable, $750.00. (213) 454-3756. (15)

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250 CR, MX ready, unbelievably fast, porting, down pipe, carb., etc. EVERYTHING new, excellent condition, highly competitive racer. Must see to believe. Sacrifice at $900.00. Call most anytime for appointment to see and ride. After 2 p.m. (714) 689-8834 or 687-4710. (15)

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1972½ PURSANG 250
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'66 Montesa 250 MX, Akronts, compression release, fiberglass tank, Pettys, etc. Yamaha 100 MX, Pettys, compression release, OHV stickie, Flitron, 19" front, 125 forks, MX pegs, Yamaha, $295. Montesa $285 or best offer. Consider trade for 1971 or newer Penton 125 with "B" engine. (714) 535-5632. (15)

ALPINA
1972 Bultaco Alpina, perfect cond., off road licensed, comp. release, spark arrestor, extra gearing, $600. (213) 322-8095 or 534-2018. (15)

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1972¾ Bultaco — Porting & chamber by "Steve's Bultaco". Many extras. 26 H.P. Zundapp American Eagle, everything trick, engine & chassis by E.C. Birt. Both bikes super cherry. Must see to appreciate. Bul, $675 — Eagle, $375. (213) 787-5021. (15)

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'69, Husqvarna, fast, clean, healthy. Must sell, $650 or best offer. Never raced, private party. Days (213) 627-7651, eves. (213) 393-4772. (15)

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Mikuni, glass tank, Uni filters, new brakes, cables, chain, Honda seals, swingarm bushings, fresh tune, excellent condition, $850.00. 8:00 a.m.-6 p.m., call Terry (714) 546-8608. (15)

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Excellent cond., fast, 21" Akront, new rear knobby, Rickman bars, Filtron, fork brace, alum. sprocket, Alpha shocks, dn. & up pipes, $400. Call (805) 256-2829, ask for Steve. (15)

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'68 Bonneville, new top end and paint, clean, $750. 650 BSA dirt, Curnutts, Rickman front end, Uni., P.P., $400. Also '64 Chev. '55, 4 speed, $550. (213) 863-9761. (15)

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KAWASAKI—TRIUMPH—BULTACO
250 & 350 Pursangs on sale. '73 Bultaco Sherpa T's, new front hubs, new forks, and frame changes, $895.00 plus tax, DMV & shipping. Hard to find 125 Alpinas, 125 Pursangs, and 350 Astros in stock. 5527 El Cajon Blvd., San Diego, Calif. 92115. (714) 582-4862. (15/8x)

'72 YAMAHA 250 MX. PORTED and pipe by Turner, Konis, K&N, Uni, extra gearing, fast, dependable bike. $750/offer. (213) 923-3871. (15)

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Street legal, $650/offer. Turlock, California. Call after 7:00 p.m. (209) 634-8059. (15)

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1963 Ford Ranchero for Yamaha 250 or 360 Enduro. (213) 370-2412. (15)

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Maico 360, fresh engine, new tires, many extras, parts, etc. $375.00. Nites (213) 644-6860. (15)

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Mags, Radials, camper shell w/carpet, step-up bumper, 13,000 miles, great bike carrier! $2400 or best offer. (714) 968-5613. (15)

PENTON
'71½ Penton, excellent cond., plastic tank, many extras, very fast and reliable. Never raced! $475.00/must sell. (714) 522-0719. (15)

1972 CZ 400
Femsa, Sunburst head, Honda seals, 325 front, 450 rear, good condition, $900.00. (213) 376-5061. (15)

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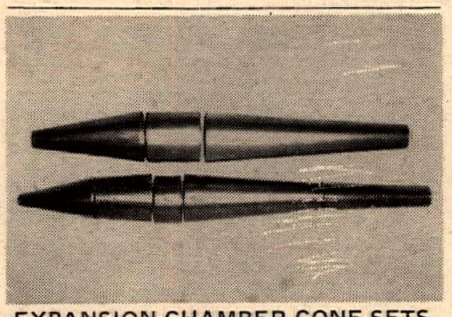

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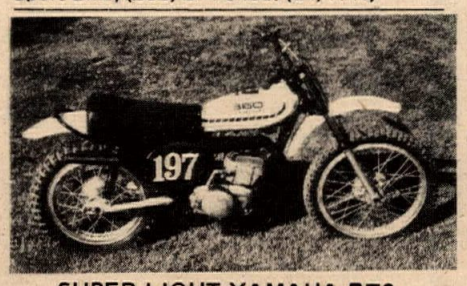

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the continuing adventures of
Motocross Cat
©1972 Tony Bell
BOOM!
MOAN! IT HAS RAINED ALL WEEK!
THAT BIG MUD HOLE WILL BE TOUGH!
HOWEVER, I HAVE A STRATEGIC PLAN!
DYNAMITE!
SEE - I GET TO THE MUD HOLE FIRST AND DROP THIS...!
...AND BLAMO!...ALL THOSE DUDES SWAMPED BY A WALL OF MUD!
MY HEAT'S COMING UP! HEH, HEH - GOT A MATCH?
...AND THE CAT'S OFF FIRST!
MY ENGINE DIED!
A200
SSSSSSSSS
KA-BLOOIE
THE BEST LAID PLANS OF MICE AND CATS!

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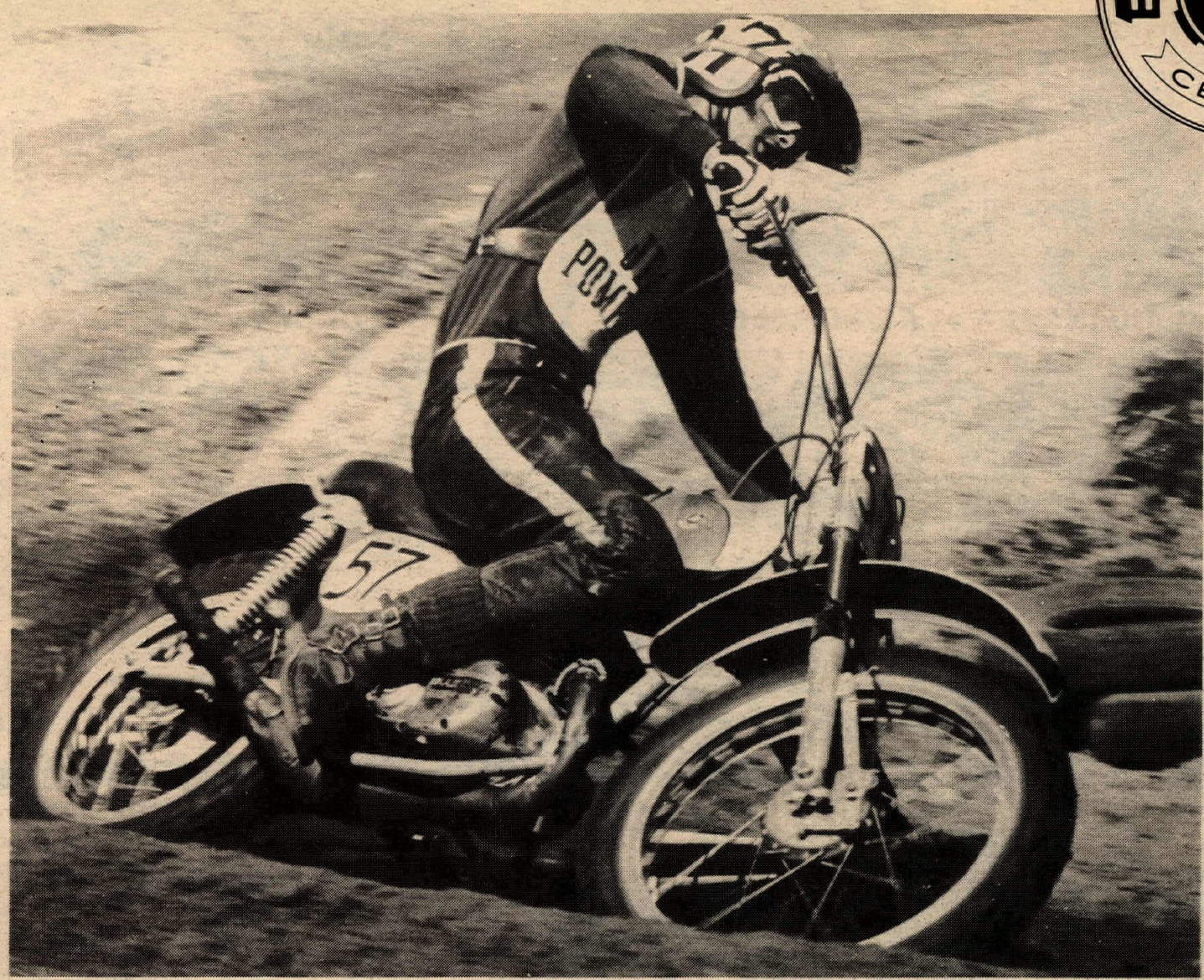

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